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Selling Trucks in a Farming Community

This Dealer Encourages the Idea of Rebuilding Instead of Trading. Sales and Service Are Handled Separately But Dealer Checks Up Service in the Field

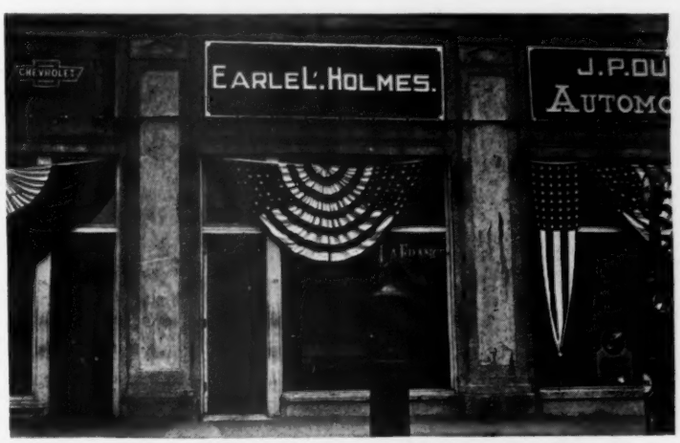
By C. P. SHATTUCK

THOSE truck dealers who are handling the heavier capacity units and who have been doing some unwise trading might profit by following the example set by Earle L. Holmes, of Patchogue, L. I., N. Y. It is a well-known fact that much of the trading is done in the heavier capacity units—that is, where most of the real losses are noted. Holmes has practically no used trucks on hand and it is his policy not to be long on stocks. He has been six years in his present location, selling motor highway transportation, not trucks. When it is considered that 85 per cent of the trucks used in his territory are of 5-ton capacity and over, this being due to the type of loads hauled, it may be taken for granted that there is a market for trucks when properly sold and serviced and that **the trade-in can be handled successfully.**

The section in which Holmes is located produces principally garden truck specializing in potatoes and cauliflower. Five-ton trucks are generally employed by the farmers to haul their products to the Brooklyn and New York wholesale markets, and as the condition of the perishables and time are factors in the financial results, trucks are pretty generally employed despite the fact that fairly good railroad service is provided.

Mr. Holmes has specialized in this particular type of transportation, which frequently involves a weekly average of 1250 miles per truck. The farmer requires dependability in his trucks, 24 hour service and mechanical maintenance at reasonable costs—to make the truck profitable.

To sell these farmers one must know their habits and their line of reasoning, which means that one must get well acquainted with them and enjoy their confidence. If the first sale is made right the repeat business will come easier, and the farmer's word among his friends and neighbors helps a lot. In addition to this the truck dealer must have an intimate knowledge of the crops to be hauled, the seasons and the type of body that will meet economic requirements. All of these factors are known to Mr. Holmes, who knows the farmer by his first name. His asset is his knowledge of their problems and he gives the farmers a square deal.



Although on Automobile Row the Sales Room of Earle L. Holmes, Distributor of the American-LaFrance Trucks, is Modest and Has No Expensive Overhead

Encourages the Overhaul

An interesting angle of the Holmes sales policy is not to encourage the sale of a new truck in connection with a "trade-in" deal, but rather to encourage the owner to spend a reasonable sum in rebuilding the old chassis. This promotes the owner's confidence and shows him that the dealer wants him to get the full value of his purchase rather than waste his money on trade-in. In this respect Mr. Holmes says he has been quite successful. One of the advantages of this policy is that a feeling is created that the dealer is not trying merely to sell a truck but the work that the truck can do. Of course, there comes a time when repairs on the old truck would be too expensive, then a new truck is sold. What is the result of this policy? The answer every dealer knows—but some pay no attention to it.

When Holmes takes in a truck it is taken at its real junk value **and sold as junk.** It is not placed on the market to wander back with a kick as is so frequently the case. Mr. Holmes believes that junk is junk. That is one of the reasons why he has no backyard filled with cripples.

When it comes to a deal where there's a legitimate reason for trading then the vehicle taken in is placed in first class shape regardless of the make. Mr. Holmes firmly contends that a farmer buying a used truck will render his verdict on the dealer on the basis of what he actually gets. If the value is poor the farmer needs no further argument. Being stung once is enough for him. That is where the square deal policy functions.

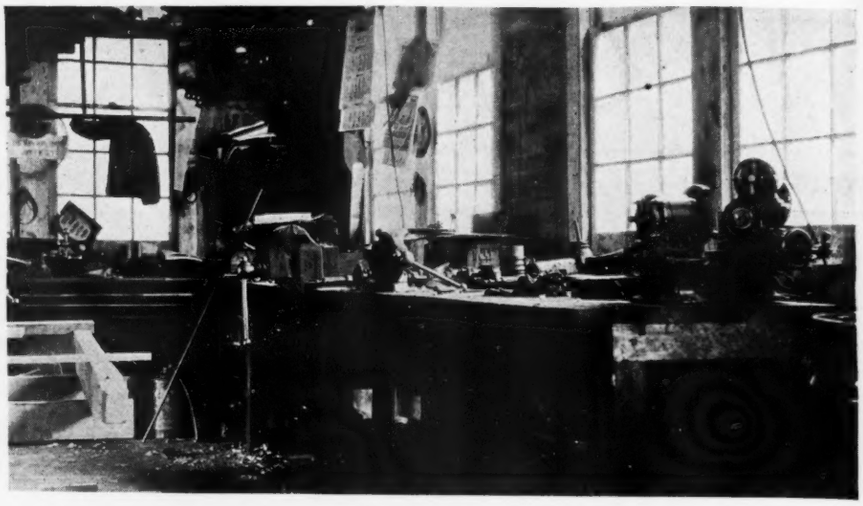
The "shopping" type of buyer, the kind that looks for a discount or "considerations" raps at the wrong door when he calls on Mr. Holmes. List is list! Mr. Holmes may not figure in the volume class of dealer but he makes the profit the dealer is entitled to and can get, if he has the courage. Holmes has been in the truck business long enough to know that the discount he gets is not all clean profit and that overhead must be considered.

Mr. Holmes sells bodies and equipment. Unlike many dealers he has studied bodies and has them constructed for him by a

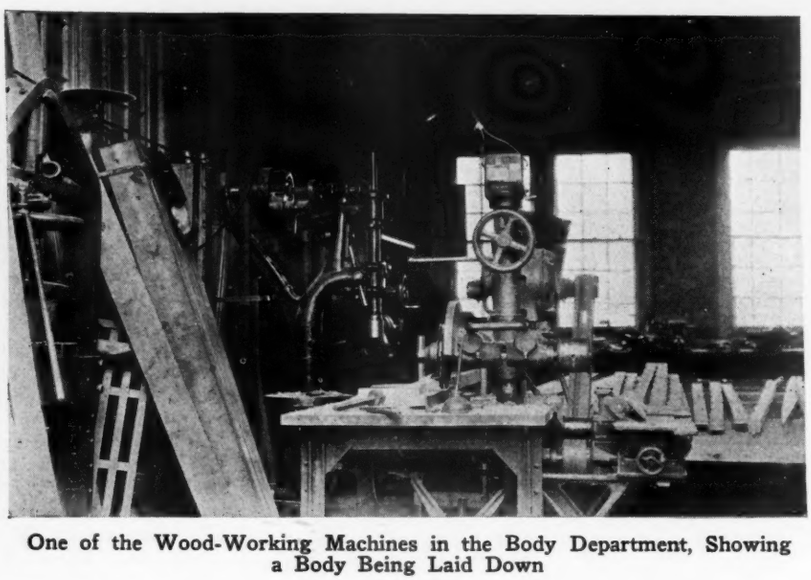
service station nearby. His show room is a modest small space just large enough for a chassis and office equipment. It is on the main street, however, on the automobile row.

Holmes does not conduct his own service station. This is in a separate building handled by G. B. Weeks, who in addition to being a machinist has learned the body building trade. The special bodies are constructed by Weeks. The iron work is done outside but later a department will be added for this work.

The service station is well equipped and operated on a straight time and material basis, the charge for truck labor being $1.50 per hour. A 24-hour road service is rendered and in the event of a breakdown the load is transferred to a spare truck. Tire trouble with big shoes is handled by having a spare all ready to mount. "Keep the truck on the road and supply continuous service" is the service slogan.

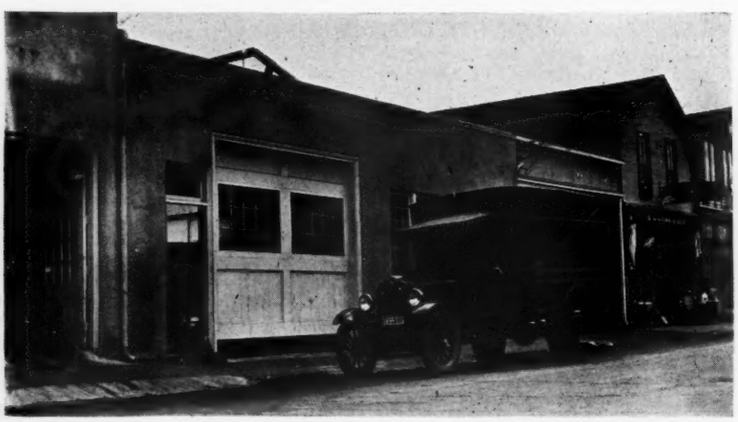


A Corner of the Service Station, Showing Some of the Shop Equipment



One of the Wood-Working Machines in the Body Department, Showing a Body Being Laid Down

The operation of a service station separate from the dealer works out very nicely. The truck buyer is introduced to the service station and as he is dealing with a separate company there are less claims to be adjusted. Both Mr. Holmes and Mr. Weeks said the plan was entirely successful and that the truck owners were satisfied. The service business is growing so fast that an addition is to be built before long on land at the rear of the station, and new shop equipment will be added. The service plan affords Mr. Holmes more opportunity to sell transportation, and as he is in the field he has ample opportunity to check up on the service rendered.



The Exterior of the Service Station Which is Conducted Separately by G. B. Weeks Who Builds the Bodies

An example of how Mr. Holmes sells the truck transportation idea is seen in connection with the service he inaugurated between Margaretsville, N. Y. and New York City proper, for hauling cauliflower. It may seem odd to the reader for a transportation concern to undertake to do hauling from another section of the state, but this is how it came about.

The truck gardeners from "up state" as they call it, heard of the success of their brethern on Long Island in using trucks to get perishables to the wholesale markets in New York City, so a committee was appointed to journey to New York and down to Long Island to get the inside dope, particularly the cost in dollars and cents.

So the committee motored to the various places and ascertained how the Long Islanders got their perishables to the New York markets much faster, better and cheaper than by the usual methods. The locals made the visitors acquainted with Mr. Holmes, and after a talk with him—induced him to visit Margaretsville.

On the day of the meeting which was held in the Opera House the growers of cauliflower within a radius of 20 miles gathered to hear what the committee had to report and to listen to what Mr. Holmes had to say about the use of trucks for transporting perishables.

Naturally the truck gardeners listened to a mighty interesting discussion. Eloquence did not cut much ice with the farmers so it evolved itself into a case of "pocketbook appeal" and, it is said, the truck won by a knockout. Here is the situation: The train leaves for New York City at 3. p. m. Eastern standard time. To make that train the shipper must be at the loading platform ahead of time to avoid delays due to billing, etc. The train arrives between 6 and 9 the following morning at the freight terminal where the crates are unloaded and reloaded for transportation to the wholesale houses or commission merchants.

But the arrival is too late, of course, for the market that day. The shipment is held over for the next day's market which is not uncommon in New York City where the distribution of produce and perishables is a problem and a source of expense to the consumer and shipper.

The Development of the Bus in California

Electric Railway Systems Are Adopting Buses as Permanent Transportation Units Because They Realize That Buses Are Rendering a Service to the Public That is One of Convenience and Necessity. Many New Terminals and Garages Being Built

By ROY ALDEN

MOTORIZED transportation, in both the passenger-carrying field and in freight and express haulage, has been developing so rapidly in California during the past few years, and especially in the past year, that the Golden State is now rated as one of the leading states in the Union in the number of its regular established lines and of the aggregate total of automotive equipment in use. Including all passenger cars and trucks on all regular lines in the state, engaged both in state-wide, sectional and local services, both within and without the jurisdiction of the state railroad commission, there is now estimated to be approximately 5,000 pieces of automotive equipment in use in California's great motor transport system. Authorities who have carefully analyzed the trend of things automotive in California declare that greater progress will be made in the further development of motorized transportation in that state in the next three years than has been made in the past ten years, as the bus and the truck in the Pacific state has proven of tremendous value.

Use of motor coaches in strictly local services within the limits of California towns and cities is expanding so rapidly that it is difficult to obtain accurate statistics, but the total investment in physical properties owned by all auto transportation concerns serving as common carriers of passengers and freight, including shop equipment, lands and other property, is placed at nearly $17,000,000. The development of local bus services is swelling this figure almost monthly. In the city of Pasadena alone, the Pacific Electric Railway has supplemented its street car service with trackless transportation calling for an investment of a half a million dollars. Motor buses have in recent months become an established part of the transportation system in Los Angeles, the Los Angeles Motor Bus Company, owned jointly by the Los Angeles and Pacific Electric Railways, having nearly 100 buses in operation. Outside of Los Angeles in its strictly local services and its feeder bus lines transferring to its electric rail services, the Pacific Electric has an equal number of coaches in operation. Some California cities depend entirely on motor buses for their transportation, while in others public favor has swung to buses so emphatically that rail lines have been largely supplanted by motorized service.

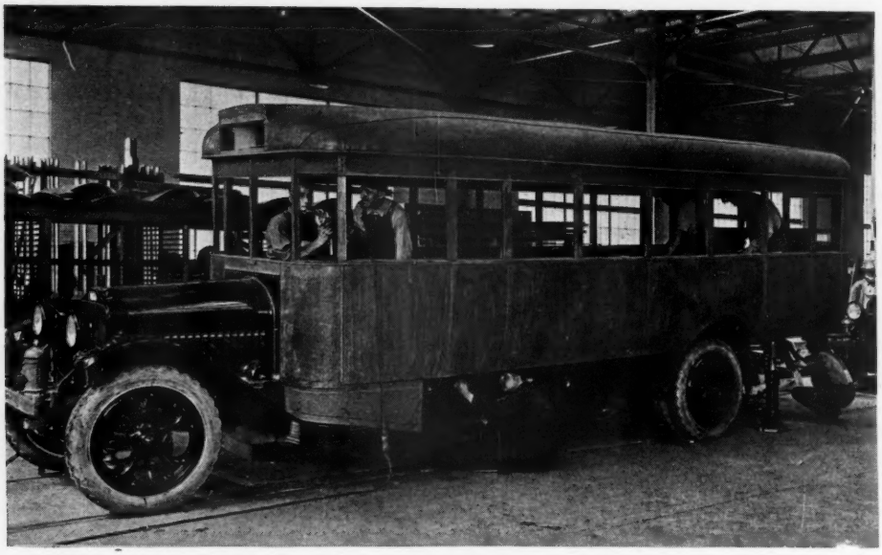
One of the Buses of the Pickwick Corporation Which is Typical of Those Used by This Organization

Type of Motor Coaches Used by Los Angeles Motor Bus Company in Its Rapidly-Expanding Local Service in Los Angeles. This Company is Owned Jointly by the Los Angeles Electric Company and the Pacific Electric Company

Long Beach, a city of more than 100,000 people, offers a striking example, of this trend toward buses in city transportation. Fully 90 per cent of all passengers carried in public conveyances in that city are transported in the buses of three lines operating under city charter. And the city is completely satisfied with its motor bus system.

Los Angeles the Center of Bus Activity

Two-thirds of motor stage and freight lines operating in the state of California are centered in the south central and southern part of the state. Los Angeles alone is the terminal or one of the chief intermediate points for more than 150 lines. San Francisco is the second largest center of the state's motorized transportation, Oakland is third and Fresno ranks fourth. Some of the finest bus terminals to be found anywhere in the United States are now in operation and are being built in California. The Motor Transit Company, the largest motor bus operator in the state, with an investment in equipment



That the Los Angeles Electric Railway Interests Have Entered the Bus Field as a Permanent Proposition is Emphasized in the Elaborate Garaging and Servicing Facilities It Has Provided. This Picture Shows a Section of the Body Building Department in the New $185,000 Garage Recently Completed by the Los Angeles Motor Bus Company.

and property of well over a million dollars, is to erect a magnificent new terminal in Los Angeles. The Pickwick Corporation, which, including its leased buses with company-owned, has a fleet of nearly 175 cars, recently completed a large and beautiful building in San Francisco and has another depot of equal size under construction in Los Angeles.

Public is Sold on the Bus

The confidence the public is showing in the future of motor bus transportation was recently given emphasis in the successful flotation of a large issue of stock for public subscription by one of the strongest bus transportation corporations in the state.

Experts, analyzing the future development of bus and freight transportation by automotive equipment in California, declare that the ambitious highway construction program and the vast extent of the undeveloped lands in the state combine to insure expansion on a still greater scale than in the past. Statistics published by the Pickwick Corporation show that in California's area of 158,297 square miles there are 75,000 miles of highway, of which 6,428 is state highway. There is 2,400 miles of improved state highway and thousands of miles of proposed and under construction highway.

Auto stage travel has become so attractive to the public in California that the business has more than doubled in volume in the last two years. The traveler may today step into a motor bus ticket office in El Centro, in the heart of the Imperial Valley in the extreme southern part of the state, and purchase a ticket that will carry him by motor bus all the way to Portland, Oregon. In Portland, the passenger may take another bus to Seattle, or on up to cities in British Columbia, Canada. There has been a most efficient scheme of co-operation developed by the various lines serving the various territories.

Great progress has been made in recent years in California in increasing the efficiency of operation of bus lines and bringing them to a more highly developed and smoothly functioning utility. The State Railroad Commission of California declares in its annual report recently published that "there is emerging in California a utility (in automotive transportation) of enormous value to the individual, the community and the state." The commission in its report to the governor also takes cognizance of the gradual spread of the field of service by auto carriers, both passenger and freight.

"Today the traveler patronizing the auto stage," reads the report, "finds every convenience and comfort. Cushioned cars, roomy to a degree considered impossible in the early days of motor transportation, well ventilated and lighted, make public motor travel a pleasure. Traversing the length and breadth of California, motor stages are giving to the residents of the state a real public service, to the tourists an opportunity to view all the wonders between the Oregon line and Mexico, and adding to the transportation of the country a service that in reality is one of convenience and necessity."

A more vigorous indorsement of the value of motorized transportation could hardly be given an official body of any state.

California's bus system is noted for the modern type of equipment in use, for the efficiency of operating schedules. The state railroad commission says that out of the maze of poorly arranged schedules, even more faulty methods of assessing charges, and woeful lack of understanding of the duty of a common carrier to the public, due unquestionably to the fact that the earlier auto stage men were drivers of vehicles rather than transportation men, there has developed a transportation system of the first order.

The importance to the state of transportation via the highways may be better appreciated when it is stated that this year more than 25,000,000 passengers will be transported.

No more striking assurance can be found in California of the certainty of the future development of bus transportation in that state than the ambitious manner in which the electric railway systems are entering the bus field. It is very evident that the electric lines are adopting buses as permanent transportation units, and not as temporary expedients. This is given emphasis in the modern garages and machine shops being built to care for the fleets. At Los Angeles the Los Angeles Motorbus Company recently had constructed a very modern and spacious garage at an expenditure of approximately $185,000. The new building is capable of storing seventy-five buses and embodies every feature necessary for the storage, ease of movement and shop repair facilities.

Located on an L-shaped property the building, which is of brick and concrete construction, has an area of 52,600 square feet. The repair shop is capable of caring for fifteen buses at one time, with three pits and equipped with every modern facility. Four 3,000 gallon storage tanks care for the supplying of gasoline and the building is so designed as to permit the installation of a planned spur track for delivery of gasoline in tank car lots. The Los Angeles Motorbus Company already has plans drawn for the erection of two smaller garages.

Architect's Sketch of the New Depot of the Pickwick Corporation Being Erected in Los Angeles

Outfitting the Truck Chassis to the Job

This Buffalo Concern is Making a Business of Furnishing a Complete Service to the Truck Dealer and the Owner in Fitting Special Bodies, Hoists, Winches and Other Equipment

By F. EUGENE SPOONER

EFFICIENCY plans frequently miscarry, but when a concern sets up a slogan of "Real Service is Making Us Grow," it is assuredly safe to predict that there will be little deviation from the standards set up in any such slogan.

The writer recently visited the opening of the Truck Equipment Co.'s new plant in Buffalo, N. Y., where this slogan is being worked out in every department of the business.

This new plant cost $100,000, it is stated, and has been designed especially for one purpose—to give rapid and dependable service to truck dealers, fleet operators, etc., on body installations and repairs, winch mounting and in fact almost any piece of equipment which is installed upon a truck chassis to complete the truck. With the truck equipment service all under one roof much time is saved for this company's customers. It also relieves the smaller dealers of considerable overhead expense in stocking up on cabs, bodies, hoists, winches, etc., and in keeping the working organization intact during off-peak periods.

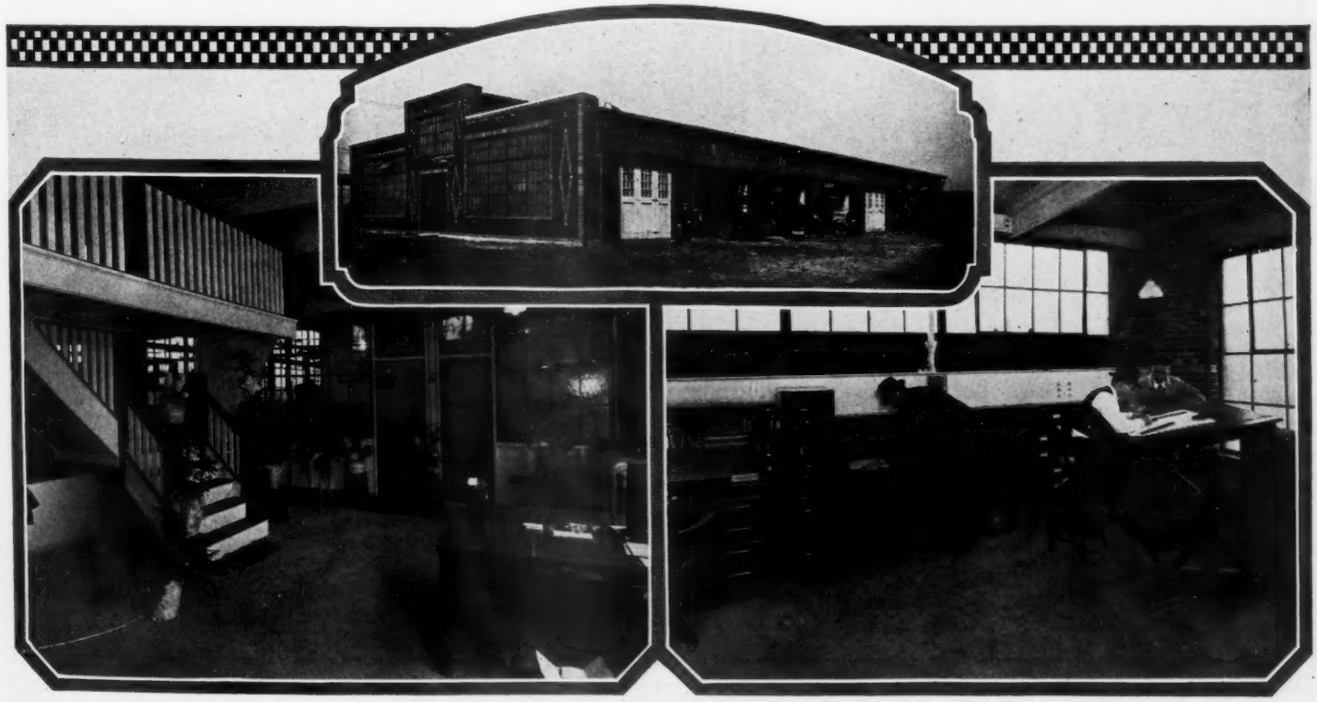
The Truck Equipment Co. operation covers a 100-mile radius, 80 per cent of its business, it is stated, being with truck dealers. All work is done on a pay-on-delivery basis and in order to avoid embarrassments on this score, each customer is given personally or mailed a fac-simile of the card shown.

At the time of the opening of the new plant, this company carried a large amount of spare parts and units and it is claimed that withdrawals from the present stock will be replaced immediately by new stock in order to be prepared for any emergency. The plant is equipped with the necessary time and labor saving devices which greatly expedite installation work. One example of the time saved under this system is in the mounting of a hoist and body. It is stated that this work can be accomplished in two days. This compares with 5 days, according to estimates, when either a dealer or fleet operator handles the work.

In stock at the time of the writer's visit to this plant, were, according to estimate, 100 St. Paul hydraulic hoists of various types and sizes; 20 Highland and 20 Weatherproof cabs of the enclosed and open type; Mead-Morrison capstan and drum types, winches in all styles and sizes; Arcadia wood, steel-lined dump bodies and trailers; Rock hand hoists, and many other pieces of equipment.

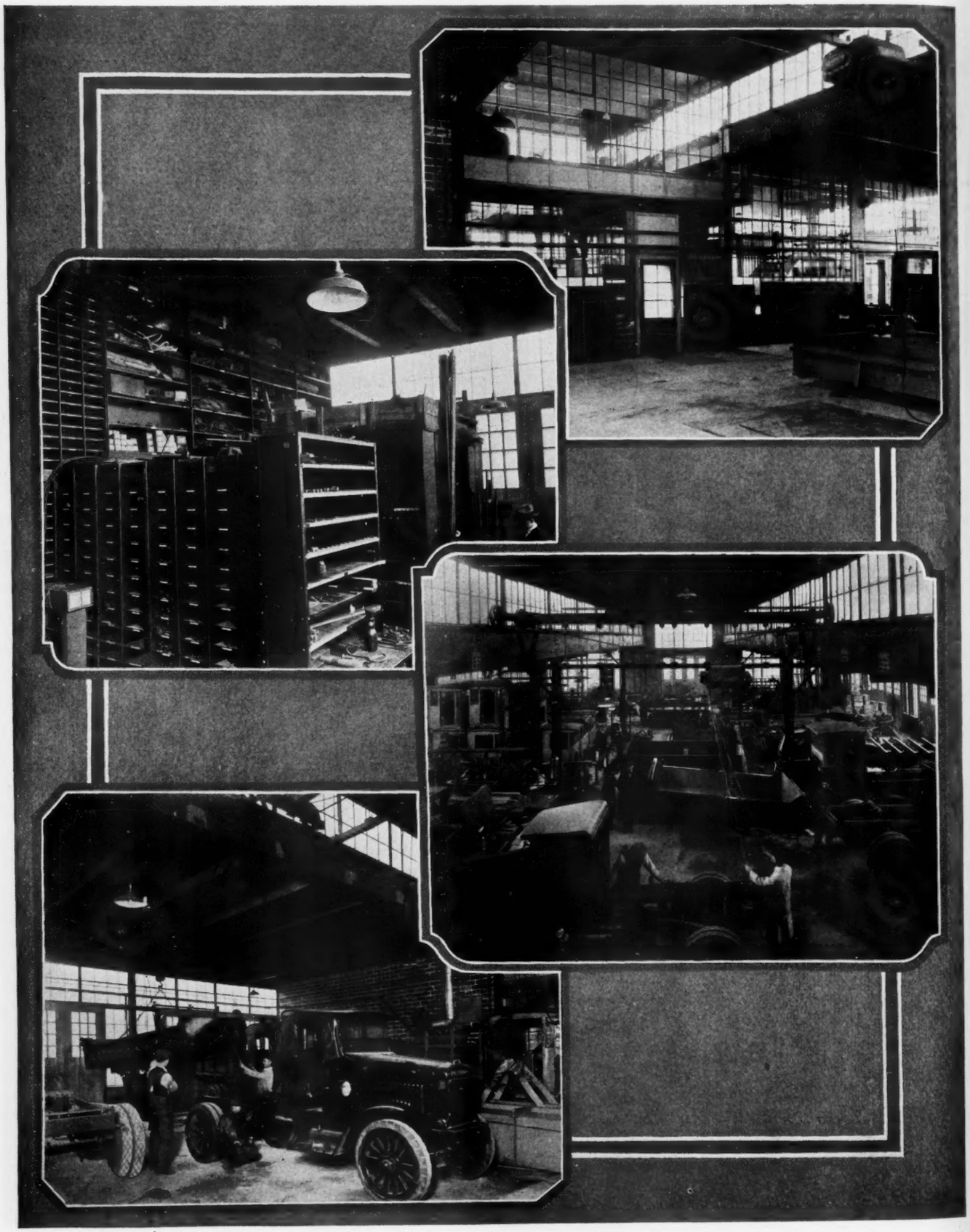
In building this new plant, the company has made allowance for future expansion by purchasing considerable ground around it. The plant itself is 80 ft. wide and 140 ft. long; the lot is 670 ft. deep and 192 ft. wide. On one part of the lot is a paint shop, 50 x 100 ft., where the bodies built at the plant are spray-painted or brushed when necessary.

One of the features in design of the plant is the sliding folding type of door through which each chassis enters the plant to its separate bay. Here the chassis remains until all work on it has been completed. The plant is of such a size and so systematized that 20 trucks can be worked on at one time without any need whatever of their being moved about for the various installations. The bays and doors are on one side of the building while the stock and other equipment is lined up on the other side.



The Exterior, Reception Room and Drafting Department

Note the bays and doors on the side of the building. The size of the plant permits twenty chassis to be worked on at one time without necessitating any moving about for the various installations



Interior Views of the Truck Equipment Company's New Plant

The upper view shows the mezzanine offices, which are glass-sashed from top to bottom, permitting a full view of the shop at all times. The stock room is equipped with modern adjustable steel bins. A full-length view of the shop. The plant is 80 ft. wide and 140 ft. long. Fitting a dump body. A one-ton electrically operated crane and hoist runs the full length of the building and in each of the bays there are switch tracks to run the heavy units directly over the chassis.

Ellsworth R. Boeck
President

Henry P. Peterson
Vice-President

Edwin J. Boeck
Secretary-Treasurer

Frank J. Jochum
Sales Manager

Officers of the Truck Equipment Company, Inc., of Buffalo

In between the line-up of chassis and the stock and shop equipment runs an electrically operated 1-ton crane with a 1-ton hoist. This time and labor saving device runs the full length of the monitor and in each of the bays there are switch tracks for the purpose of carrying the heavy units directly over the chassis.

In telephoning or asking for information about your

.....truck No..... license No.....

please refer to our Job No..... Our phone is Fillmore 6780.

We know you need your truck. We will return it as quickly as is consistent with our standard of workmanship.

When this job is completed it must be paid for before its release, unless special arrangement for payment is made with our office before work is started. We appreciate your patronage and will strive to please you.

1016 LAFAYETTE AVE.
TRUCK EQUIPMENT CO. INC.
BUFFALO, N.Y.

This Card is Forwarded to Every Customer and Calls Attention to the Fact That All Work is Done on a Cash Basis

Other shop equipment includes a power hack saw; three forges, two of which are equipped with blowers and electrically controlled; two emery grinders; one 20-in. upright drill and an 18-in. type; one 20-in. friction drill; and a 30-ton arbor press, and one 20-in. double back-geared lathe.

In the wood-working department are the following pieces of equipment: One joiner, one planer, one swing cut-off saw, one band-saw of the circular type and a rip saw bench with special attachments.

Other plant equipment includes sixty compressed air outlets conveniently located for the use of electric drills, grinders and pneumatic air hammers. A time clock system of keeping track of labor spent in the shop has been installed. And up-to-date washroom with shower-baths and steel lockers has added to the comfort of the workmen.

Under the electric welding process in operation at this plant it is possible to incorporate any special features that the user may want in his body work. The company also manufactures steel dump bodies under this process.

All work is under observation continually from the office at the front of the plant, this being made possible by means of a steel sash fully glassed in from the roof to the floor. As a result of this arrangement, the officers of the company in their offices on the mezzanine can at all times be in full view of the shop.

On the first floor of the offices are located the quarters of the sales manager and the accounting department. Visitors to the plant are taken in hand by those in the latter department and are either taken direct to the sales manager or upstairs to the consulting room for conferences with any of the other officers. So that there will be no loss of time at these conferences when matters concerning change of design come up for discussion, the company has located its drafting room on the same floor. In this room has been installed blueprint cabinets showing specifications, etc., listed alphabetically. Thus time is saved in estimating and accuracy is insured.

In the same manner, a price and cost system used by the sales manager in his office prevents loss of time in the conference and permits him to dominate the contraction at all times without interruption and lack of concentration.

When a truck is driven into the bay, the foreman in charge makes an analysis of what is required in materials and tools. He then makes out a report to the stock department which places the materials, etc., on a bench placed next to the truck. The foreman then assigns workmen to the job and after it has been completed, is given a final inspection by the plant engineer.

In the stockroom at the time of the opening of the plant, the company estimated there was $9,000 worth of hydraulic hoist replacement parts, a complete assortment of power winch driving and control parts, and a miscellaneous stock of body, cab and trailer parts.

The equipment and its arrangement in this model plant enables the company to render the greatest amount of prompt and efficient service for the least amount of money.

New Bus Line Formed

The Hudson River Tourist Bus Company is planning to operate a bus line between New York and Albany, a run of about 150 miles. Their present idea is to equip with twenty-four passenger high speed buses. Most large cities, as well as small ones, are now served by buses for passenger transportation, and motor trucks for speedy freight service.

A Portable Home on a Truck Chassis

A TOURISTS body which in its conveniences resembles a complete home has recently been built for Mr. and Mrs. E. E. Hoss, Jr., of Memphis, Tenn., in which they will tour the country.

The body is built along street car type lines with a door at the front. The frame work is of oak with metal sides and inlaid linoleum for the floor. The top is high enough to give sufficient head room.

The interior fittings were built by the truck body department of James & Graham Wagon Co., Memphis, Tenn. The interior is finished with Plywood of natural finish. Two four-candlepower domelights fitted to the Plywood ceiling as well as three Prest-O-Lite fixtures furnish the inside lighting. A two-burner yacht oil stove is fitted with wing nuts so that it can be used outside while camping. The stove is entirely encased when not in use and is surrounded with sheet metal and asbestos for protection against fire with stove vent above. A collapsible oven, broiler, toaster and boiler for heating water fit perfectly on the oil stove. A 12-gallon oil supply is encased below the stove and a Pyrene fire extinguisher is close at hand.

The outfit includes a special refrigerator necessarily designed with food and ice doors at the top. The driver's seat collapses under the steering wheel when not in use and a second seat is removable and may be fitted in floor sockets at different locations in the body.

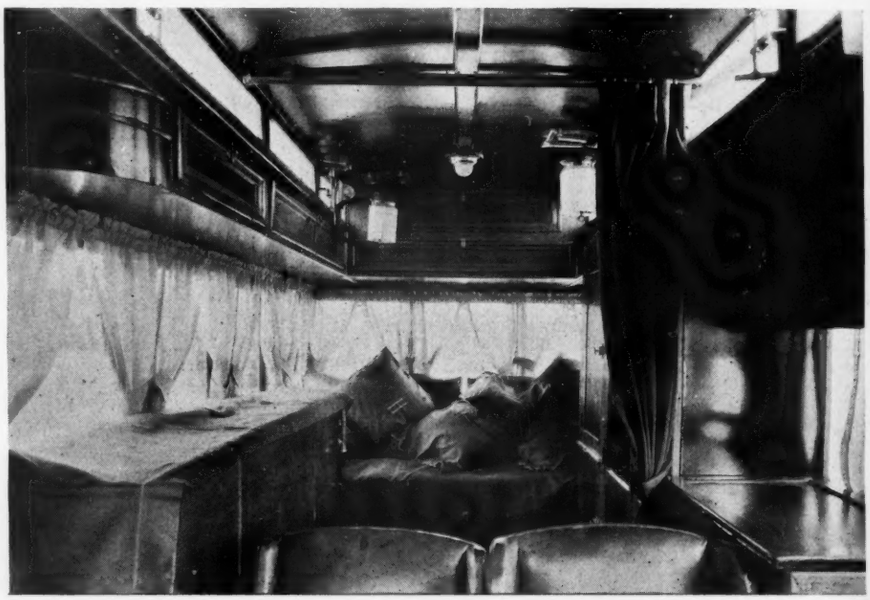
Sleeping arrangements are complete with 30-inch twin beds. One is crosswise at the rear and is used as a davenport during the day. At night the davenport back, which is in two sections, is removed. The other bed is placed lengthwise and during the day pivots up against the window line.

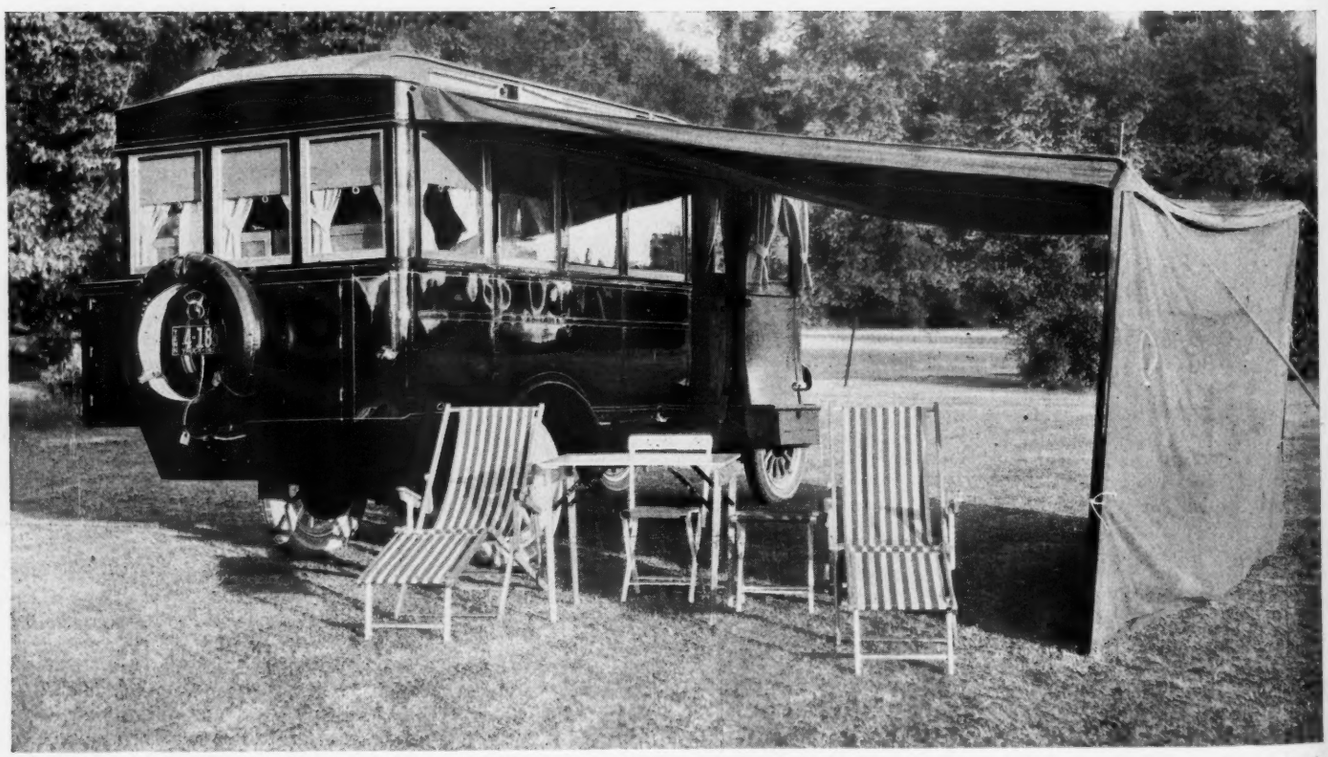
Sanitary toilet and lavatory are encased and connected with a 75-gallon water supply which is under air pressure.

The kitchen cabinet of the outfit is metal lined and complete with biscuit board, etc. A chest at the outside rear of the body is a storage place for food and is well protected from the weather.

All available space for storage has been utilized. Upper deck compartments have been made for the storage of clothing, utensils, tools and the camping necessities. The gun and rifle rack is conveniently placed inside the wardrobe. A reserve gasoline tank is placed near the entrance of the body.

Other camp conveniences are collapsible bathtub, reclining chairs, collapsible table, buckets, and 12 ft. x 12 ft. tent.





Is There Anyone in Your Community That Would Like to "See America" in an Outfit Similar to This?

S. A. E. Summer Meeting

More Research Work Needed to Keep Up Rapid Progress Made by Industry in Past. Horning Nominated for President

THE S. A. E. Spring Lake Meeting was again a successful event notwithstanding the fact that the attendance was not up to the mark of last year. Nevertheless over 600 members and guests came to this delightful spot on the Atlantic Coast to spend four days in pleasure mixed with business. The technical sessions were well attended even though the golf course was in the pink of condition.

Weather conditions were ideal with the exception of the second day, when late in the afternoon a sudden storm broke, which played general havoc and caused the postponement of the fireworks exhibition until Thursday evening. Some of the finals in the sporting events had to be run off Friday afternoon in the rain. Some of the aspiring tennis champions took on the appearance of mud turtles after battling furiously on the skin courts that were about one inch deep in water. It was a sight worth seeing. However, with the unusual amount of rain that the east has had during the past two months, the S. A. E. meeting came off pretty lucky at that.

Harry L. Horning, managing director and secretary of the Waukesha Motor Co., was nominated for president for the year 1925 succeeding Henry M. Crane. Mr. Horning was a popular choice which was attested by the big ovation he was given on the night of the grand ball, when during the intermission the nominees for the coming year were announced. The nominees for the other offices, and to be elected next January, are as follows:

The committee reported the following other consenting nominees for the elective officers next falling vacant under the constitution, that is, after the 1925 Annual Meeting of the Society.

First vice-president, T. J. Litle, Jr.

Second vice-president, representing motor-car engineering, H. D. Church.

Second vice-president, representing tractor engineering, O. B. Zimmerman.

Second vice-president, representing marine engineering, C. A. Carlson.

Second vice-president, representing aeronautic engineering, P. G. Zimmerman.

Second vice-president, representing stationary internal-combustion engineering, C. F. Scott.

Councilors (to serve during 1925 and 1926)—C. H. Foster, O. M. Burkhardt and E. P. Warner.

Treasurer, C. B. Whittelsey.

The members of the 1925 Council who will hold over during 1925 are H. M. Crane as past-president and Councilors, A. K. Brumbaugh, J. H. Hunt and M. P. Rumney.

The Daily S. A. E. was published this year under the direction of Oscar Ostby and the entire cost was borne by the Prest-O-Lite Co. The job of getting out the paper was not an easy one considering the fact that it contained numerous photographs taken each day which appeared in paper the following morning. In appearance the paper reminded one of the photogravure sections of the big metropolitan dailies.

Henry L. Horning
Nominated for President of S. A. E. Next Year

Treasurer's Report

The treasurer's report shows the S. A. E. to be in very good shape financially. The balance of assets over liabilities is $152,932.36. The annual turnover of the society with a total of 5,532 members as of June 1st, is $300,000. Other interesting facts concerning the activities of the society are as follows:

The total enrollment of member, affiliate representatives and students on June 1, 1924, was 5,532.

115 applications for membership were received during May, 1924.

6 national meetings were held during the last 12 months.

The total attendance at the national meetings was 2536.

Nearly 1,200 members paid dues to the 12 Sections of the Society during the last fiscal year.

The Sections held more than 80 meetings at which over 100 technical papers were presented.

There are more than 300 standards in the S. A. E. Handbook.

40 Standards Committee, Division and Subdivision meetings were held during the last 12 months.

78 members have been placed in positions by the S. A. E. Employment Service since January 1.

At the business meeting the society paid tribute to the memory of the late H. M. Swetland, who was a member of the first council of the society in 1905 and had been chairman of the finance committee since 1910.

The Technical Sessions

The exhibits this year which were of particular interest to the truck members included a four-wheel drive truck of the new TTL model produced by the United States Motor Transport Corps and the Mack Sedan Coach bus fitted with a special Lang body which has separate luggage and smoking compartments and contains many refinements and conveniences. Beside this model, Mack Motors also had on hand a number of its inter-city buses, which were operated on a regular schedule between the hotels, golf course, swimming pool, etc., every day for the convenience of the members.

The session on easy riding qualities brought forth a lot of discussion concerning spring design and finally resolved itself into the merits of various types of shock-absorbing devices. The question of spring design in connection with balloon tires also produced considerable discussion especially as to whether springs used with balloon tires should be stiffer or more flexible than those used with the high pressure type. There was no definite agreement on the subject. One member made a very significant statement when the question of polishing the spring leaves was discussed, by stating that as long as the car manufacturers are buying springs on the pound basis it is a question of how far the spring maker can go in the face of competition. This member assured the audience that if the manufacturer was willing to pay the price, springs could be made to produce almost any results desired.

The air cleaner and dilution sessions were well attended proving that the industry as a whole is vitally interested in these subjects. One thing is certain that the best advice the dealer can give to his customers on the point of lubrication is to frequently drain the crankcase oil, especially if the owner is in the habit of using his truck or car on short runs. There seems to be a divergence of opinion among the engineers as to whether the

crankcase oil should be heated or cooled. MacCoull, of the Texas Co., advocates heating the oil as a means of practically eliminating almost all dilution. From answers that MacCoull received from manufacturers to a questionnaire, about seventy-five per cent recommended that the oil should be kept as cool as possible, while the remainder advocated moderately high temperatures to reduce dilution.

The Oil Rectifier

The Skinner Rectifier was thoroughly explained by R. L. Skinner, inventor of the device. This apparatus is now being used on a well known make of passenger car and is being tested out on others. In his paper Mr. Skinner detailed the many designs which were tried out before the present design, which is now in production, had been perfected. Incidentally this device has been under the process of development for several years having first been tested on a tractor in California. In this test a 65 h. p. tractor was using distillate for fuel. Before installing the device dilution was so rapid that after the tractor had been run five hours the crankcase, which held eight gallons of oil at the proper level, had to be drained of two gallons to reduce the oil to the required level. After repeating this three times, the practice was to drain the crankcase and put in a new supply of oil. No oil was added between changes. Under these conditions, even during the month of November, December and January, when a minimum amount of dust was encountered, it was necessary to tighten the connecting rod bearings approximately once a week. The wear on the piston rings and the grooves was so great that new rings had to be put in the engine, even though it was new when the test started, within sixty days.

The oil rectifier was installed on this tractor on Feb. 1 without change of pistons, rings or any engine parts, and the tractor was thereafter operated under exactly the same conditions. Instead of drawing off oil from the crankcase, however, it was necesary to add two quarts every ten hours. The tractor was run 200 hours in plowing, then 150 hours in harrowing (which is about the worst condition imaginable), or a total of 350 operating hours without changing the oil. The connecting rod bearings required no attention even though they were examined very often in the first few days. They were tightened at the end of this time. The tractor was next used to pull a harvester for 55 days, most of the time operating 12 to 14 hours under the worst possible dust conditions, during which time the oil was changed twice.

Thus, after the installation of the device, and the consequent reduction in the dilution even with motor distillate, the tractor was operated in excess of 900 hours, and during the entire period no adjustment of the main bearings was required. This tractor has been operating now for over three years, during which time the crankshaft has never been removed from the engine for grinding.

The second test was a comparative dynamometer test in the East on two automobile engines, one equipped with the device and one without it, gasoline being used for fuel in both tests. The engine speed was maintained at 2000 r. p. m., equivalent to 40 m. p. h., pulling a load of 12½ h. p. This closely approximated the power required to drive a touring car at a consistent speed of 40 m. p. h. on a level road.

The engine equipped with the device was operated 250 hours, or the equivalent of a distance of 10,000 miles, during which time the crankcase oil was not changed and only 30 quarts of oil were consumed. The engine without the device was run the same length of time and miles and the crankcase oil was changed every 500 miles; between oil changes it was necessary to add 30 quarts of oil, hence a total of 130 quarts of oil were used. Every hour during the entire operation of both engines a teaspoonful of dust was injected into the carburetor.

An average oil mileage of 1288 miles per gallon was obtained on the engine with the device against 308 miles on the engine without the device. Bearing trouble was encountered on three occasions on the engine without the device, whereas the engine with the device was run throughout the test without an adjustment or repair, save the replacement of a cracked porcelain in a spark plug.

A. Ludlow Clayden, of the Sun Oil Co., in his paper brought out the fact that water appears in the crankcase soon after a cold engine is started due to the mixture coming in contact with the cold surfaces in the combustion chamber and more particularly to combustion of which water is a by-product. Clayden made tests with a specially designed engine in which the oil was trapped upon leaving the cylinder walls. His tests proved that at 110 degs. Fahrenheit water is not deposited but that it appears at lower temperatures in proportion to the temperature decline, which is just one more point in favor of running temperature high for good results.

H. C. Mougey of the General Motors Research Corp. gave the results of his investigation on the problem of corrosion in automotive engines, which is due to the sulphur content of gasoline. In some tests sulphur was present in such quantities that when brought in contact with water in the crankcase it formed sulphuric acid.

C. M. Larson of the Sinclair Refining Co. described a device which measures the comparative viscosity of any oil, without the necessity of laboratory apparatus. It consists of two parallel glass tubes, each containing a small steel ball. One tube is filled with an oil of known viscosity. The other tube is filled with the crankcase oil to be tested. By tilting the device the relative speed with which the steel balls move to the other end of the tubes determines the viscosity of the diluted crankcase oil.

Proper Installation of Air Cleaners Important

The Repairmen Should See to It That All Tubing Connections Are Tight, Otherwise Efficiency of Cleaner is Lost

IN his paper on Testing Air Cleaners, A. R. Squyer, described a new method of determining the efficiency of these cleaners. By employing a filter of soft felt ⅜ in. or more in thickness he discovered that all dust carried by air, the air could be removed, thus producing a 100 per cent efficient dust filter.

Such a cleaner using ⅝ in. soft felt was interposed in the air line between the cleaner and carburetor, the filter being so arranged that it could be removed and weighed. (Fig. 1).

During a test, the necessary suction was produced by an air jet instead of by the engine, and a Venturi meter was inserted in the line by which to adjust the air velocity. Pure atmospheric air was forced through the filter until the weight of the felt became constant; then 50 grams of dust was fed into the cleaner, and from the increase in weight of the felt filter the efficiency of the cleaner was calculated.

The cleaners which showed up best were then checked on an engine under load on a Sprague dynamometer. Any loss in power of the engine as a result of the use of the cleaner was determined, as well as the water consumption of the washer type air cleaners.

Some rather useful advice is given in the concluding portion of the paper regarding the choice and care of air cleaners. The author states that operators, as a rule, do not exercise the necessary care with this apparatus. In one particular case a tractor was equipped with a cleaner of the water type, in which a float was installed, which automatically choked the carburetor inlet and thereby stopped the engine, when the water reached a certain low level. The operator therefore had to replenish the water supply before he could continue.

One day it was discovered that the float was held up by a wedge and that there was no water in the cleaner. Upon being questioned the operator stated that he could not be bothered with feeding water to that blankety blanked cleaner all the time; that it was a nuisance.

To this phase of the problem air cleaner designers must give thought and study as well as to the requirement of efficiency. An air cleaner positively should not require attention oftener than once a day under the most severe dust conditions of tractor operation; if this can be extended to once a week or a month or indefinitely, so much the better.

One manufacturer equips his tractors, ordinarily, with a dry centrifugal cleaner, which ejects the dust as fast as it is

separated. This, in general, requires no attention from the operator. It has no moving parts to wear out. The efficiency of this cleaner is 97 per cent. Another cleaner, of the filter type, has an efficiency of 98.5 per cent, but under extremely dusty

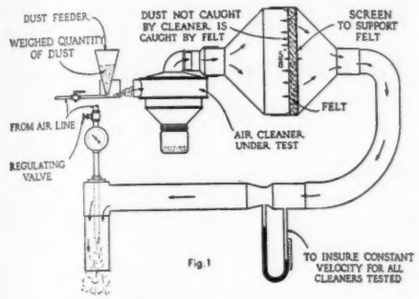


Fig. 1. Set-Up of Apparatus for Efficiency Tests

conditions it will become so filled with dust as to seriously choke the carburetor inlet before the end of a working day. A full half hour is required to wash this cleaner out with gasoline or kerosene and to re-oil the filtering medium.

The filter is sometimes furnished as extra equipment for bad conditions, where the 97 per cent efficiency of the centrifugal cleaner is not considered sufficient. In these cases, both cleaners are used in series. The centrifugal removes the first 97 per cent, and in this way the filter is relieved to such an extent that it can easily go a week without attention. The filter is very efficient in absorbing the very fine dust which escapes the centrifugal cleaner. The combined efficiency of the two is in the neighborhood of 99.9 per cent.

Filters Should be Carefully Attached

The method of attaching filters is very important. Installations have been observed in which the hand could be placed over the cleaner inlet while the engine was pulling full load and the mixture was only slightly enriched, and the load was still nine per cent of maximum. A poor grade of flexible tubing was used to connect the cleaner to a stove. The same grade of tubing was used from the stove to the carburetor. All connections of the tubing were sloppy. The stove was loosely fitted to the exhaust pipe, so that a crack aggregating 15 in. in length and roughly 1/16 in. wide was evident.

A cleaner installed in this manner is of no value whatever. A tube should be used which is positively air tight. The end connection should likewise be tight. A practice which has proven very good is to use standard flange connections throughout. These flanges are soldered to the tube and copper-asbestos gaskets are inserted at the connections to the cleaner and carburetor (Fig. 2). If a carburetor be used which has two air intakes both of these should be connected to the air cleaner. If this clarified air is drawn through a stove, the latter should be air tight. Leakage of air around loose joints defeats the purpose of the air cleaner.

Minimum power loss is one of the essentials of a good air cleaner and this

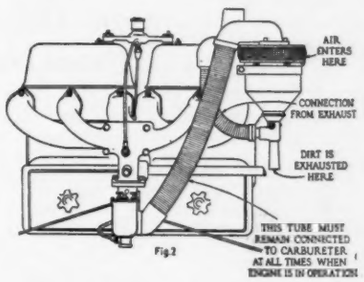

AIR ENTERS HERE
CONNECTION FROM EXHAUST
DIRT IS EXHAUSTED HERE
THIS TUBE MUST REMAIN CONNECTED TO CARBURETER AT ALL TIMES WHEN ENGINE IS IN OPERATION
Fig.2

Fig. 2. A Good Air Cleaner Installation. Flexible Tube Soldered to Carburetor and Cleaner

must, in a measure, be balanced against the other two—high efficiency and ability to operate without much attention. It may be wise, in a particular case, to accept a small loss in power, provided the cleaner is efficient and requires little or no attention to insure its continuous functioning.

The bulk of the cleaner is also a point worth consideration. The device must not be an eyesore, and if it requires attention it must be accessible.

Hertz Interests to Control New York and Chicago Buses

The merging of two of the greatest bus transportation lines in the country—Chicago and New York—has been practically consummated in the formation of the Omnibus Corp., headed by the Hertz interests. It needs only the transfer of 51 per cent of the New York stock by the first of August to ratify the deal arranged by the banking houses of J. & W. Seligman & Co. and G. M-P. Murphy & Co. That, it is said, is practically assured now.

The Fifth Avenue Bus Securities Corp., the New York Transportation Co. and the Chicago Motor Coach Corp. are the ones involved in the merger and which will be brought together in the Omnibus Corp., which will be the holding company. The Fifth Avenue Bus Securities Corp. now owns more than a majority of the stock of the New York Transportation Co., which in turn owns the entire capital stock of the Fifth Avenue Coach Co. and manufactures buses for use by its subsidiaries and for sale to others. The Fifth Avenue Coach Co. owns and operates bus lines in New York. The third partner, the Chicago Motor Coach Corp., owns the stock of the Chicago Motor Coach Co., the latter owning and operating bus lines in Chicago and Cook County, Ill.

Unification, recapitalization and reorganization of these three units under the name of the Omnibus Corp. will permit of later expansion all over the country. New York and Chicago will be the national demonstration fields, where ideal bus service will be installed. Later, the Omnibus Corp. will expand, by investing either directly or through the securities of holding companies or otherwise, in bus lines in places where the demand for them is apparent, its policy being to cooperate with and supplementing existing transportation companies.

John Hertz, chairman of the board of the Chicago Motor Coach Corp., and John A. Ritchie, now president of that corporation and formerly president of the Fifth Avenue Coach Co., will serve as chairman of the board and president, respectively of the Omnibus Corp. The board will include John Hertz, Charles A. McCulloch, John A. Ritchie, Leonard S. Florsheim, W. Rufus Abbott, Otto W. Lehmann, John Borden, John R. Thompson, William Wrigley, Jr., and Edward N. D'Ancona, all present directors of the Chicago Motor Coach Corp., and Grayson M-P. Murphy, Charles H. Sabin, Albert Strauss, Harold E. Foreman, George A. Green, Harvey T. Woodruff, James B. A. Fosburgh, John C. Jay, Emanuel Lascaris and Edmond E. Wise.

A balance sheet for the combined companies, assuming deposit of all securities dealt with as of Dec. 31, 1923, adjusted to give effect to the financing provided for in the plan shows current assets, exclusive of inventories, amounting to $5,098,085, of which $4,905,785 is either cash or United States Federal or municipal securities, and current liabilities of only $1,582,122. Fixed assets, including real estate, buildings, vehicles, shops, etc., aggregate $7,474,005. The franchise rights and organization and development expenses figure to the amount of only $514,848. Inventories in the way of materials, supplies and construction are valued at $1,061,791. The balance sheet shows total assets of $15,297,499 and liabilities other than stock totaling only $4,274,834, giving an excess of assets over liabilities ahead of stock, of $11,022,655.

The plan as announced by the banking interests provides that the new company shall have an authorized issue of cumulative preferred stock of 250,000 shares, par value $100 each, of which 106,378 shares are to be presently issued; and 1,500,000 shares of authorized common stock, without par value, of which 622,195 shares are to be presently issued. The number of shares to be presently issued is based on the assumption that all of the outstanding stock of the New York Transportation Co. and voting trust certificates for stock of the Fifth Avenue Bus Securities Corp. will participate in the plan.

Expansion plans of the corporation already are being discussed. The Chicago company now operates 335 buses over 85 miles of streets and parkways and by next September expects to operate 480 buses over 109 miles of routes, only 2½ miles of which are on streets occupied by surface railway lines.

Producer Gas Plants for Motor Trucks

High Cost of Gasoline in Europe is Causing Designers to Develope Producer Gas Plants on Commercial Basis for Trucks. The Fuel Question No Obstacle in This Country

By A. C. BLACKALL

DURING the war and for several years after when gasoline was rationed in England, it was no uncommon thing to see buses, commercial cars and even private automobiles carrying their own reservoirs in the form of large gas bags. It was, of course, a matter of necessity and with the advent of more plentiful supplies of gasoline the unsightly gas bag disappeared. But it has left its mark behind and inventive brains were soon busy with the idea of providing a practical producer gas plant which would show a saving on gasoline cost.

Several such plants have been placed before the public and have achieved a certain amount of success. One which is being exhibited at the Empire Exhibition at Wembley Park, London, has attracted considerable attention. The invention is the pioneer of its class and is the result of many years of research work, the outcome being the production of a small light weight producer gas plant for driving motor vehicles on wood charcoal, coke, or anthracite. Exhaustive tests have proved its efficiency and it is now being adopted commercially with success. Its value in overseas countries will readily be appreciated, since almost everywhere there are trees from which charcoal can be obtained at from $2.50 per ton against a retail cost of sometimes as much as $4 per gallon (in certain countries) for gasoline. In addition, in these countries the consumer has to pay for containers, as there are no service stations, and there is always loss from evaporation.

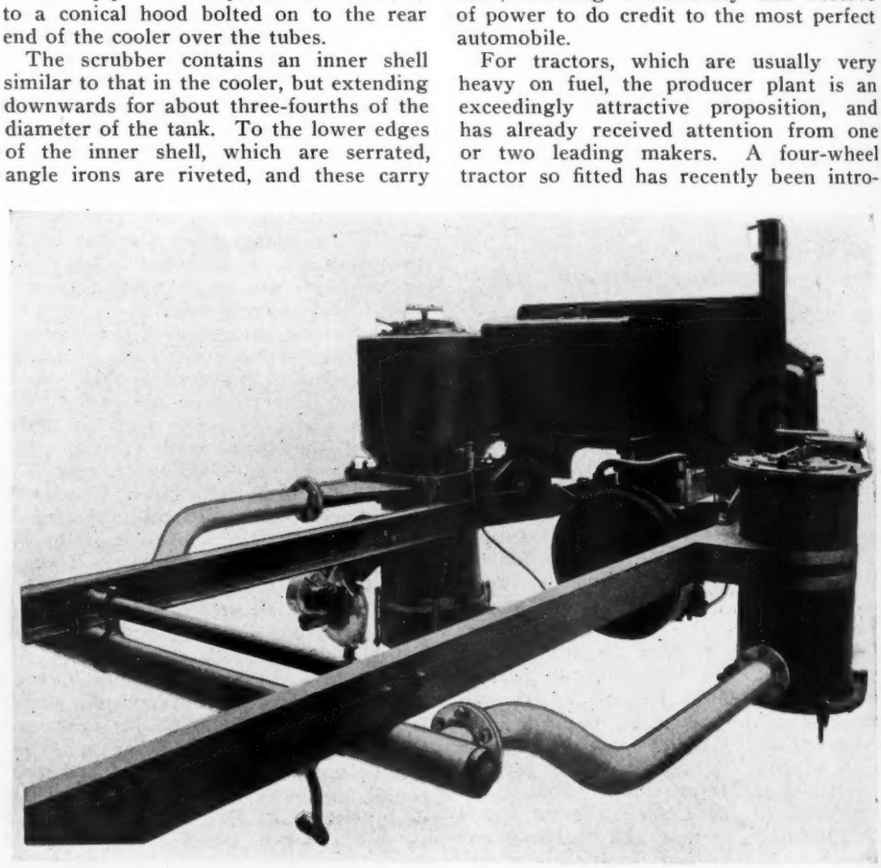
Attached to the producer is a hand blower used for lighting up, and also an air valve controlled by the driver so as to admit the correct explosive mixture. The upper portion is used as a fuel hopper, and is provided with a screwed down cover. The fire-box consists of a steel cylinder with a lining of a highly refractory material. The grate pivots on a cast iron bracket and is held in position by means of a hinged strut. By opening the ashpit door and pushing back this strut, the grate can be dropped down to enable the fire to be raked out. The steam is supplied from an annular water trough formed in the grate, and to prevent the trough from becoming choked with ashes a loose ring of T-section is placed in it. A float-feed regulator is employed to keep a constant water level in the trough. The air enters the producer through an inlet and first passes through the annular space between the casing and the fire-box; by this arrangement the air is heated and the casing cooled. The air afterwards travels down into the ashpit, up through the grate and fire-box, and finally leaves through the outlet.

The upper part of the gas cooler and dust extractor is fitted with a number of horizontal tubes. The gas enters at the inlet and passes first round in the space between the outside shell and the inner shell, which terminates about half-way down into the lower wedge-shaped portion where any dust is collected. Openings are provided at both ends of the body to enable the dust to be raked out from time to time. The gas afterwards passes up inside the inner shell between the air-cooling tubes and leaves through the outlet. The cooler is mounted longitudinally on the chassis, with the open ends of the tubes forward, so that the motion of the vehicle tends to induce a flow of air through the tubes. The flow obtained in this way is augmented by means of an injector fitted on the end of the engine exhaust pipe. The ejector is connected to a conical hood bolted on to the rear end of the cooler over the tubes.

The scrubber contains an inner shell similar to that in the cooler, but extending downwards for about three-fourths of the diameter of the tank. To the lower edges of the inner shell, which are serrated, angle irons are riveted, and these carry a grip plate supporting a bed of pebbles four inches thick. These pebbles are about one-half inch in diameter. The gas enters the scrubber through the inlet and after passing round the space between the body and the inner shell, bubbles under the serrated edges of the latter and up through the pebbles. The latter being wetted by capillary action, retain any tarry matter or dust which may have passed the dust extractor, and the purified gas leaves through an outlet and goes straight to the engine, which can be started up in less than 15 minutes from the time of lighting the fire.

A test made on the worst street in London in the way of gradients, showed that one of these producer plants attached to a 3-ton truck, carrying a full load will travel at the same speed as a gasoline-driven vehicle and yet save 75 to 80 per cent of the fuel costs. Again and again the ponderous truck was driven up and down this steep and twisty bit of road, showing a flexibility and reserve of power to do credit to the most perfect automobile.

For tractors, which are usually very heavy on fuel, the producer plant is an exceedingly attractive proposition, and has already received attention from one or two leading makers. A four-wheel tractor so fitted has recently been intro-



Latest Type of Producer Gas Plant on Truck Chassis, as Exhibited at British Empire Exhibition

duced in France. The plant in this case is a Lyon, running on charcoal. Another tractor—the Renault "creeper track" type—has also been equipped with a somewhat similar producer plant, and the makers of this tractor claim that the use of charcoal in conjunction with the producer plant reduces the fuel cost as compared with gasoline by nearly 80 per cent.

Whether or not the producer plants can become serious competitors of gasoline remains to be seen. That producer gas plants have come to stay is the conclusion arrived at by the Sub-Committee of the Standing Committee on the Investigation of Motor Fuel Prices, who presented to the English Parliament a report, from which the following abstract is taken:

"The possibilities of the use of gas were clearly demonstrated during the war. Further, there are now types of portable 'gas producers' for vehicles which have already passed beyond the experimental stage. Their use should be extended in every possible way, more particularly for use on transport lorries (trucks), agricultural machinery and omnibuses. This form of power would appear to be immediately available and opens up the most hopeful avenue of speedy relief."

The "Tools" With Which I Get Business

As Told by a Successful Commercial Car Salesman to

FRANK H. WILLIAMS

A SALESMAN in the commercial car business can't simply just step out and sell trucks, as I see it. He must have something to work with in order to make sales nowadays with competition as keen as it is all the time.

"The things the salesman uses in making sales are his tools. And upon the character and quality of the tools and the manner in which he uses them, depends his success. If a salesman has good tools and uses them right, he will be very successful. If he has only poor tools and uses them properly he can still carve out a lot of fine business. But a salesman who doesn't know how to use the tools won't get very far, no matter how good the tools are.

"I've been pretty successful in using the tools provided in this business—these tools being of the best quality and sales-producing character possible. The tools I use and the way I use them are:

"Printed and Typed Matter.—In selling commercial cars I never rely on the spoken word alone, because too frequently the things the salesman says to the prospect go in one ear and out the other. Instead of simply talking to prospects I get them to look at pictures of an appropriate and sales-building character and I get them to read stuff which will help to make them buy a commercial car. The printed word carries an authority and a conviction that only the best speakers can give to an audience, and so printed and typed matter of the right sort is bound to be of constructive value in making sales.

"The printed matter is brass tacks stuff regarding the various points in which the prospect is sure to be the most interested, such as data regarding other local users of the car and what they have done with the car, gasoline and oil mileage, life of the car, cost of repairs and maintenance and so on.

"The printed matter is, of course, provided by the manufacturers while the typed letter is compiled from the data I secure in calling on various users of the cars I'm selling.

"The use this 'tool' in this way has been of splendid help to me in selling more commercial cars.

"Demonstrations.—Is there any better tool in the kit of the commercial car salesman than a demonstration?

"Once you've gotten a prospect into the truck besides you or into the driver's seat and have taken him for a trip around the city or out into the country you've got something definite and specific to use in making sales which is always of tremendous benefit. But there are demonstrations and demonstrations.

"Long ago I discarded the simple trip around the block. Any truck in the world can do that. The prospect, being a fairly wise guy, knows that such a little demonstration is really of no material value to him in showing him whether or not the truck is the right car for his purpose.

"So now in making demonstrations I have the car do exactly the sort of work that the prospect would have it do in his regular business.

"For instance, if the prospect is a grocer, I put the truck out on one of the regular delivery routes and deliver goods with it—thus stopping it and starting it and putting it through traffic in just the way that would be the case when it was in actual use.

"This sort of a demonstration gives the prospect the concrete, specific sort of a line on the truck which is just exactly what he wants and so is a big help to the salesman in making sales.

"The demonstration is one of the very best 'tools' the commercial car salesman has and its a crime, to my way of thinking, not to use it in the very best way possible all the time.

"Giving the Prospect Advice.—It is inevitable that the commercial car salesman will, during the course of every interview with a prospect, give that prospect some advice about the conduct of his business. Now then, realizing that the giving of advice is an inevitable part in the selling of commercial cars, it is evident that the salesman who gives the most constructive and worth while advice is the salesman who will make the deepest impression on the prospect and be the most likely to make a sale, all other things being equal.

"In other words, the salesman whose advice is **the least general** and **most specific** and whose advice is of the **most constructively** worth while character is the salesman who will win out.

"This means, to my way of thinking, that a definite plan should be prepared for each prospect showing that prospect just how to best use the truck the salesman is trying to sell him and showing just why the purchase of such a truck will be the best thing for the prospect's business. This means, in turn, that the prospect's business must be studied.

"How many stops a day will be made by the truck if purchased by the prospect?

"How could the delivery department of the prospect's business be better arranged?

Maryland and Delaware Railroad Adopt Gasoline Coaches

The Maryland and Delaware Coast Railroad, which was recently incorporated, are equipping their entire system with gasoline motor coaches and freight trucks. The first of these to be put into operation is a 54-passenger FWD all-steel two-car train which will operate between Queenstown, Md., and Lewes, Del. This train was manufactured by the Four Wheel Drive Auto Co., Clintonville, Wis.

"How would the truck be particularly well adapted to the prospect's business? All these questions and other similar questions must be answered by the salesman and a definite plan prepared which will show why the truck will save the prospect time and money.

"Advice of this sort calls for real work—intelligent work—on the part of the salesman. But it more than pays for the time and trouble involved.

"Advice is a splendid 'tool' in selling cars, provided it is used in a specific sort of a way instead of merely in a general way.

"Specialization.—A commercial car salesman is a specialist because he specializes in the selling of one particular line of automobiles. This pays him because specialization in almost any line of work brings worth while results.

"And just as though this primary specialization is necessary in achieving good results in selling automobiles, so a further specialization is a help, in my own experience.

"Before going into the commercial car selling business I was a grocer. I know the grocery business from start to finish. I know the problems the independent grocer is up against and because of this fact and because of frequent contact with other retailers I know the whole retail business pretty thoroughly.

"So when I talk to retailers about the use of one-ton trucks in their business I know what I'm talking about. I'm a specialist in the selling of one-ton trucks to retailers.

"I always drive home this fact when calling on prospects and this makes them pay more attention and gives authority to my statements which carries conviction. Retailers feel that they will make no mistake when they buy a truck from me because I've shown them that I know the retail business thoroughly.

"Of course, all commercial car salesmen can't specialize in this way but I'm telling you that this specialization on the retail business has been one of the very best 'tools' I've worked with and has been tremendously helpful to me in making more sales."

How Can the Truck Dealer Increase His Profits?

This Article Deals With the Fundamentals Which the Dealer Must Take Into Consideration. If He Ignores Them, He Cannot Insure the Future Success of His Business

By C. P. SHATTUCK

EARLY in the year, James H. Collins, manager Commercial Survey Department, Chilton Company, pointed out in his analysis of conditions in the automotive industry that the net profit on car and truck sales was shrinking and that the dealer must look to other lines to make his profits. One statement he made, that "more and more the automotive market is catering to maintenance and operation of vehicles already in use" is very significant. In other words, the dealer must build his organization around service. He must make this so-called by-product a profit maker. Not many years ago gasoline was a by-product of the refiner. What it is today is too well known for further comment.

For several years past the writer has urged the truck distributor and dealer to place his service department on a profitable basis and to install equipment departments, pointing out that there were good profits in merchandising bodies, cabs, hoists, tires, lighting equipment, etc. But the number of dealers doing this is insignificant compared with the total number in the field.

Passing by Profits

The average truck dealer believes his mission in life is to dispose of new trucks, buy old ones at a loss and then bemoan the fact that he is not making money. He is still neglecting a very profitable source of business—service. He is also too busy to merchandise bodies and equipment and the supplies, which are essential to the operation of a truck.

Isn't it about time that the dealer got down to brass tacks and realized that the selling of the truck chassis alone is not going to make him a successful truck dealer?

What is Good Service?

The average dealer knows that good service sells trucks. But service at a loss—giving the customer profits plus—does not build sales to the extent many believe. There is a great difference between good service and profitable service. Good service may satisfy the owner—if you give him enough—but a profitable service would be more satisfactory to all concerned.

This Shows a Novel Way of Utilizing Space on a Gas Fuel Truck
Either full or empty containers can be carried on the truck by a cable and pulley arrangement which hoists the tank into place

Now what is a profitable service? A profitable service is the kind that keeps maintenance costs down to a reasonable level and at the same time permits the dealer to make a reasonable net profit on his labor and parts. But can it be done? It certainly can.

It is a well-known fact that the greater majority of trucks sold in 1923 were of the so-called light types. Over 250,000 of the 1923 production—and sales—were Fords, Dodges and Chevrolets. Now the "list price" is not the real reason for the large number sold in this class, although some truck dealers handling other makes of similar capacities believe the "price" is the only reason. The price may be an influencing factor, but isn't the **service given on these makes** also a factor?

The writer believes that the cost to the owner for maintenance, parts and labor, is a very important factor particularly when it comes to buying the second or third truck. Interviews with many dealers handling the makes referred to in large and small communities indicate that the owner knowing in advance what the repair will cost and when the work will be ready, provides a satisfactory service that makes for repeats. And best of all, profits for the service department.

Why Some Makes Are Popular

One of the reasons for the success of most Ford, Dodge and Chevrolet dealers and many independents is that they conduct their service on the flat rate basis. In a number of cases dealers have installed the piecework system which is another step towards more profitable service.

We can criticise the flat rate and the piecework system all we please, but it accounts, to a very great extent, for the popularity of the three makes of trucks referred to. On the other hand if all customers had implicit confidence in a dealer's service station because the dealer has a good reputation of long standing in the community, then flat rate would not be necessary.

Truck service is not keeping pace in comparison with that rendered in the passenger car line. There was a time when truck service could be held up as an example and at service meetings the truck men would boast that their service was different because it was a business proposition. The service in the passenger car field has forged ahead by adopting the flat rate and piece-work system in a wholesale manner, while the majority of the truck dealers do not believe in the flat rate or the piecework method.

Sooner or later the truck dealer must awaken to the realization of two important factors in his business. First, that his real profits will be made on labor and parts and second in equipment. The day is past when the dealer can be honest with himself and believe that if his service station is operated at a slight loss, or breaks even that he will get by with it. If the dealer is not making a profit on his service, and his labor charge per hour is as high as the other dealers in his locality, then it is time he took stock and found out why.

Truck Dealer Must Wake Up

Eventually, the truck dealer will have to do this **for competition will force him to do it.** No dealer will discover what is wrong with his service department by sticking to the easy chair and studying a sheet of figures. No dealer will build a successful and profitable service business unless he makes an intensive, practical study of service. This cannot be done from the outside but from the inside.

The very best thing that could happen to some truck dealers would be for them to get **into overalls and take a practical course in the shop.** If the dealer does not know what service means, and will not pay the wages for a business service manager, how can he place his finger on the leaks and losses taking place day by day in the shop? If the dealer does not know what good shop equipment means in production how can he pass on any given piece of new equipment brought to his attention?

Would You Sanction This?

Let us assume that the dealer decides to give his service department some attention. How many would sanction his service manager taking time enough to visit real service stations and studying the successful service methods and merchandising plans? How many truck dealers will O. K. the findings—if they cost some money to put them into effect?

There are enough successful passenger car service stations employing flat rate and piecework for any truck service manager and dealer to obtain first hand information as to how these systems work out. The writer very frequently meets service managers visiting these first class stations where the service head gives them inside information as to how the system was started, how it operates and how it pays in sales and profits. During the past year the service heads of the passenger car dealer—the successful ones—were not content with their progress but visited other stations where an exchange of ideas has been very helpful—to the dealer. How many truck service men visit each other? Very few.

Sooner or later the truck dealer must not only accept the flat rate and piecework system but he must properly equip his shop. The mechanics must be placed on a production basis with compensation in keeping with their efforts. The loss or profit in the service station is determined by the mechanics. The incentive must be provided for the mechanic to produce. Make it possible for him to double his earnings and he will turn losses into a profit. When the mechanic produces the dealer makes money. The greater the production the more compensation for all concerned.

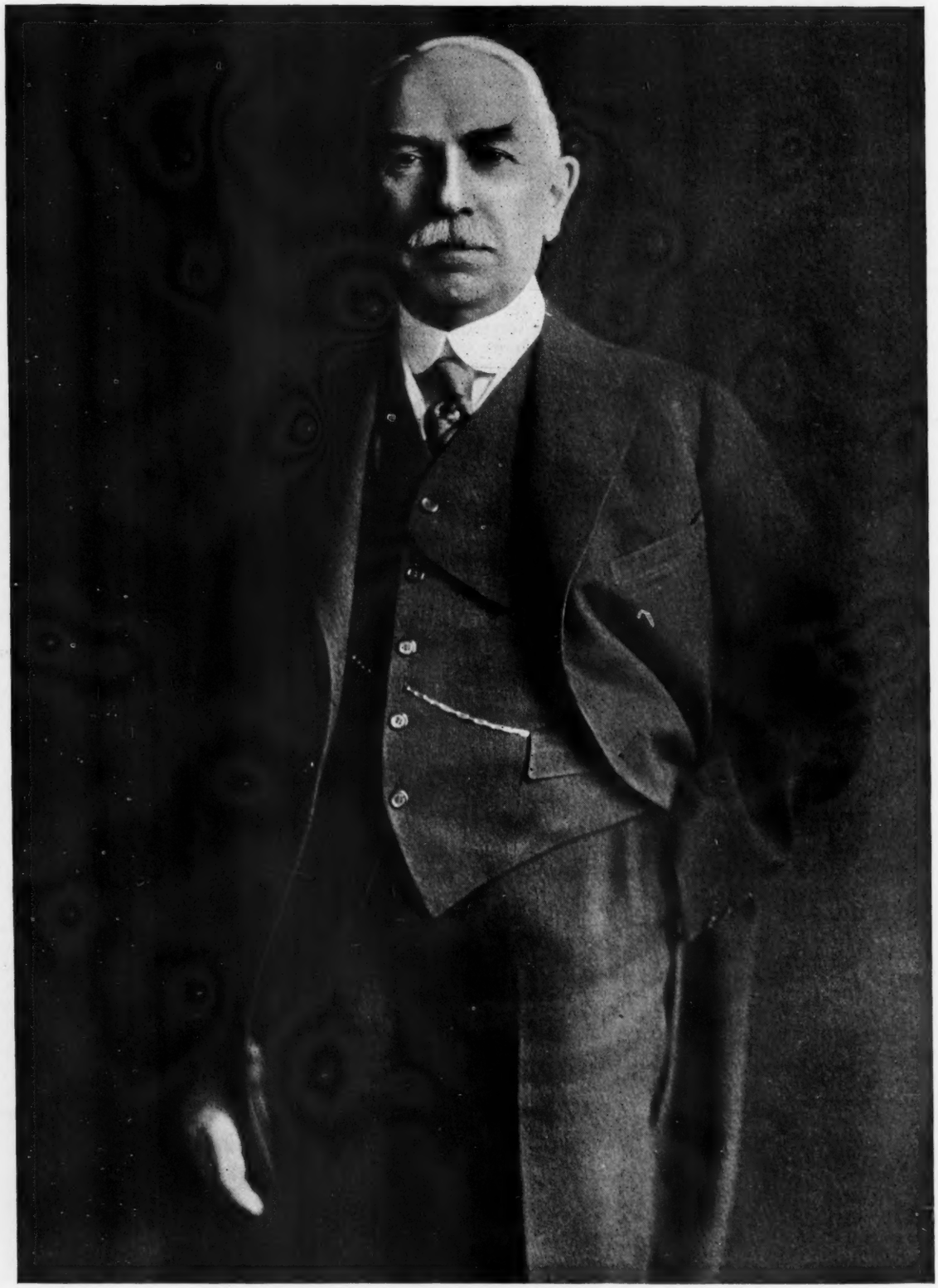
Why Production Means Profits

On page 21 of our June issue is given the experience of the service head of a passenger car dealer who employs the piecework system. Read this article very carefully and note the figures on production. The writer spent a day in this service station checking the system and watching the mechanics. The men are happy and contented, for they are being paid for their skill and efforts. The station is making money, and the dealers does not have to worry about his service. He gets his cash before the car leaves. He can ascertain daily what his net is for the cost, gross and net is known in advance on every job before it is undertaken. Come backs are few and far between, which means satisfied customers.

The service head is a real service manager for his time is employed in building up the service business—not running around the shop watching men, laying out work for mechanics and adjusting bills. The system functions like a machine and so well that he has ample time to merchandise the service and bring work into his department during the times when the average truck dealer's service station is at a standstill.

A Touch of the Modern in the Prairies

Modern day motor buses and consolidated schools make it possible for children who live in primitive sod houses out on the Kansas prairies to get an education that is equal to the best obtained in cities. Illustration shows an International Model S bus before a sod house which is used to carry children to school in the neighborhood of Brownville, Kan., which is a town in name only for the big consolidated school standing alone in the prairie, is all there is of the town.



Horace M. Swetland
1853-1924

Horace M. Swetland is Dead

Was President of United Publishers Corporation and One of the Greatest Figures in Field of Industrial Publishing

HORACE M. SWETLAND, president of the United Publishers Corporation, which owns the Chilton and Class Journal Companies, died at his home at Upper Montclair, N. J., a suburb of New York City, June 15, after a brief illness from pneumonia. He had been in poor health for several months and a trip to Florida late in the winter merely postponed the inevitable. His death removes from the field of industrial publishing one of its greatest figures. The last forty-five years of his busy life were devoted to the one ideal of building up the field of industrial publishing to serve industry as his vision saw the opportunity to serve.

Mr. Swetland was born on a farm in Chautauqua County, New York, Nov. 16, 1853. At 17, he became a school teacher and for eleven years he taught in grade and high schools in New York State, where he learned his first fundamentals of business success, which provided that if he were earning $1.50 a day it was necessary to save one-third if he were to be permanently successful.

Mr. Swetland's first taste of the publishing business came in 1881, when he became representative in New York City for the Boston Journal of Commerce, in which connection he did reportorial, subscription and advertising work. Three years later he became Boston representative for the magazine Power. A short time later he went to New York City and assumed the management of that publication. His connection with Power was the real beginning of his industrial publishing career.

In 1888 Mr. Swetland purchased Power, which publication he owned for twelve years, when he sold it to the late John A. Hill. During the period of ownership of Power he started Marine Engineering, which he sold later.

In 1902 he started the foundations for The Class Journal group of publications now serving the automobile field by purchasing The Automobile and later acquiring the Motor Vehicle Review, then published in Cleveland, and combining them. A year later he purchased The Dealer and Repairman and also The Automobile Magazine. In 1904, the Automobile Blue Books, touring guides, were bought from C. H. Gillette, Hartford, Conn. At that time these books were principally serving the New England territory, and they were developed by Mr. Swetland until they gave a touring service covering the entire country. He continued the ownership of the Blue Books until two years ago.

The next step in the expansion of his publishing interests and in his development of The Class Journal Co. was in 1907 when he purchased Motor Age, one of the leading motor weeklies of the country, published in Chicago by N. H. Van Sicklen, Sr., who had been in the publishing business during the bicycle days.

The same year, Mr. Swetland founded Commercial Vehicle, a business magazine devoted to motor trucks, which industry was developing at that time. This publication was recently changed to Motor Transport.

In 1915 Motor World was purchased, a magazine directed toward the merchandising aspects of the dealer industry.

With an early vision of the place the automobile industry was to assume in the social and business life of not only the United States, but among the peoples of all nations, and convinced that the American motor vehicle because of its production basis was to become a world vehicle, Mr. Swetland in 1917 founded El Automovil Americano, a magazine of the motor industry printed in Spanish and going to twenty-six nations of the world speaking the Spanish and Portuguese languages. This was but a part of his world vision of the American automobile, the second part of which was realized a few months ago when he founded the American Automobile Overseas Edition, a magazine for all the English speaking nations of the world outside of America.

In 1911, Mr. Swetland took one of his greatest forward steps in the industrial publishing field when he formed the United Publishers Corporation, by bringing together publications in the iron and steel, textile, automotive and building fields. He was elected president of the corporation and remained in that position until his death.

The last great work in his expansion of industrial publishing came in 1923 when the United Publishers Corporation purchased the Chilton Co., Philadelphia, Pa., with its group of publications, including Commercial Car Journal, Automobile Trade Journal, Chilton Tractor & Equipment Journal, Chilton Tractor & Implement Index and Chilton Automobile Directory. The Chilton Co. and The Class Journal Co. now constitute the automotive division of the United Publishers Corporation.

Mr. Swetland early realized that an industry to succeed must be built on sound foundations. His experiences in the steam engineering field as publisher of Power showed the necessity of standardization in any industry particularly in a country of great distances and large population. This led him to consult frequently with leading engineers in the automobile industry, with the result that in 1904 there was formed the Society of Automotive Engineers, an engineering organization for the automobile industry but for a group of industries all using the internal combustion engine as a prime mover. At this time the engineering problems by virtue of the patent situation were handled by a small group in the industry. Mr. Swetland early saw that an engineering society should not be representative of one group, but of the complete industry, and in the formation of the society he succeeded in bringing this about. He was a prime mover in the program of the society for standardization, a work which has been largely responsible for the tremendous proportions the industry has assumed and the consequent universal use of the motor vehicle.

Throughout his whole business career, Mr. Swetland was a great supporter of organizations in the publishing field. He was for a time president of Associated Business Papers, the national organization of publishers of such magazines, and gave that organization his complete support to the last.

Two years ago he organized a business paper, educational training course for the training of those engaged in all phases of business publishing. He arranged for a course of study which was carried on in many cities throughout the country, writing a book entitled "Industrial Publishing" which constitutes a text book on this subject and covers all phases of the industrial publishing business.

Mr. Swetland also was president of the National Publishers Association, an association of the large general magazines, monthly and weekly, of the country.

Mr. Swetland's success as a publisher was his consciousness of the necessity of a business paper giving practical information to its readers, not only on the technique of the industry but on the economic aspects as well. He possessed a remarkably clear vision of industry and how to serve it, and he always kept in mind those greatest fundamentals of business success—integrity and justice. Success followed his efforts not only in the publishing field, but in his relations with banking, real estate and other enterprises.

Mr. Swetland is survived by a widow, three daughters and one son, all of whom are married. In business life his life-long association has been his brother, A. B. Swetland, who also survives, and who for thirty-seven years has been the manager of his publishing interests.

Through all his life he was a lover of nature and the great outdoors. His favorite recreation was found at the steering wheel, and only a few months ago he drove from Florida to New York. He loved most of all that section of New York in which he was born, and Fredonia, Chautauqua County, became his final resting place.

A SPEEDY TRUCK

QUICK SALES IN
GREATER VOLUME

WILLYS-KNIGHT MOTOR

$1095

Chassis f. o. b. Detroit

Here is a big seller—a sure money maker! The new Federal-Knight is the first motor truck ever built with the world-famous Willys-Knight motor.

Hundreds of dealers have already applied for the Federal-Knight franchise in their territory.

Truck users all over the country are keen on the trail of this newer, greater Federal—the *only* motor truck in the world with a motor that actually *improves with use.*

Maintenance costs are cut to the vanishing point. Carbon-cleaning and valve-grinding are banished forever. You can back this new FEDERAL-KNIGHT to outperform any other light delivery unit in its class—in power—in economy—in value—in the service it renders your customers.

Write for full particulars of the Federal-Knight franchise in your territory.

FEDERAL MOTOR TRUCK COMPANY
DETROIT, MICHIGAN

FEDERAL-KNIGHT

A SPEEDY BUSINESS TRUCK

EDITORIALS

On Time Payments

A WESTERN automobile financing company recently broadcasted a bulletin to the trade, advocating that the safest terms are those calling for not less than one-third cash payment, with time payments running no longer than twelve months. This concern also says in its bulletin, that if the example set by the manufacturer in "getting cash for his product from the dealer" has been found to be "wise and necessary" for the manufacturer, why should the dealer turn around and sell the product on long term credits for which he had to pay cash?

Time and again this publication has advocated that the time payment plan has its advantages, but that it shouldn't be abused, especially so in connection with truck sales. If a prospective customer cannot pay at least one-third of the total cost of the vehicle, the chances are the truck dealer will discover sooner or later that said customer cannot meet the notes when due. It simply doesn't pay a dealer to do business on such a basis.

This brings up the point of investigating the customer's financial standing. Many dealers seem to think that they will kill the sale if they investigate the customer's moral and financial standing too carefully. Why not? Why should the dealer jeopardize his business? The only reason why financial houses have been reluctant to finance truck sales is for the simple reason that the truck dealer was too anxious to sell a certain class of customers. Offering hauling contracts with the purchase of a truck to individuals who had no business experience; selling buses to parties whose ambition was to see how much money they could make at the expense of some existing service, rather than with a view toward building a service of benefit to the community and so on may move some trucks, but the consequences are rather disastrous for the dealer.

Therefore, it will pay the dealer to carefully investigate the financial standing of every customer. If the customer is unwilling to play fair with the dealer, it would be better to tell the customer in plain words why his business cannot be accepted.

If the truck dealer is selling transportation he is also selling trailers or recommending them wherever they are necessary to insure economical operation.

The Local Fair

PRACTICALLY every state in the union holds an annual state fair. In addition to this there are many local fairs, parades and other functions which are held throughout the summer and fall months, which present opportunities for the enterprising dealer.

Whenever possible the dealer should enter a few of his trucks in such events. It will give him an opportunity to get his product into the limelight. It shows the community that he is alive. What the average truck dealer lacks is publicity instinct. There is too much of a feeling among the retail trade that the motor truck doesn't lend itself to stunts of any kind and therefore it's of no use to bother with such affairs. Of course if the truck is placed in some obscure corner of the fair grounds, not much attention will be paid to it. What should be done is to arrange for demonstrations at certain hours each day. Put the truck through some heavy pulling stunts, show it will handle in soft ground, in the field and so on. In other words take advantage of the opportunity to get the public to know your product and your establishment.

The Portable Home

ILLUSTRATIONS appear elsewhere in this issue of a portable home mounted on a truck chassis. The idea is nothing new to be sure, but the idea of selling such an outfit to certain families in the dealer's territory has not been given much attention. Most of the jobs in existence were bought by the owners themselves.

There are thousands of people in this country who have both the money and the desire to tour the country in a "house on wheels." All that is needed is for some dealers to advance the idea among some of the retired business men they know of in their community.

But the big thought in back of this proposition is that the dealer who puts a sale of this kind across can obtain a lot of local publicity, if he engineers the proposition in the right way.

Are there too many dealers in your town? This question might be answered by another—What constitutes a good dealer? We shall be glad to have our readers give us their comments on this subject.

News of the Trade

Authorized Capital Stock of Westinghouse Increased

The authorized capital stock of the Westinghouse Electric and Manufacturing Company was increased from $125,000,000 par value to $200,000,000 par value at a meeting of the stockholders held June 11 in the main office of the Company at East Pittsburgh, Pa.

At the conclusion of the meeting, E. M. Herr, president of the company, made the following statement: The condition of business in our industry is quite satisfactory, especially considering the tendency of business in general to slow up at the present time. While our business also is somewhat less than for the corresponding period a year ago, the decrease has not been of sufficient volume to materially affect our operations, and our commercial people believe that it will improve in the fall—to what extent of course depending somewhat upon the result of the political campaign.

Directors, as follows, were elected by the stockholders:

Of the class whose term will expire the second Wednesday of June, 1928: Guy E. Tripp, chairman of the board, Westinghouse Electric & Manufacturing Co.; H. H. Westinghouse, chairman of the board, Westinghouse Airbrake Co.; Joseph W. Marsh, president, Standard Underground Cable Co.; and Albert H. Wiggin, president, Chase National Bank of New York.

Suits Filed Against Leading Oil Companies

In an effort to break the alleged control of the Standard Oil Co., over gasoline and oil prices in the United States, said to be the result of increased demand for gasoline resulting from the great increase in the use of automobiles, the Federal government charged thirty of the country's great oil companies with violation of the Sherman Anti-trust Law and asked the District Court to enjoin them from further violations.

Defendants named by Attorney General Harlan F. Stone in the petition in equity filed in the U. S. Court in Chicago, are the Standard Oil Co., of Indiana, of New Jersey, California, Kansas, Kentucky, Louisiana, New York and Ohio; the Texas Co., the American Refining Co., Aetna Refining Co., and two score more of the country's great oil producing companies.

In bringing this suit, Attorney General Stone charging that all of these great companies have combined to control the production of gasoline by a polling of asserted patent rights in violation of the Sherman Anti-Trust Act, names as the primary defendants in the conspiracy to organize and maintain the unlawful combination, the Standard Oil Co., of Indiana; Standard Oil Co., of New Jersey; Standard Development Co., Texas Company and Gasoline Products Co.

General Motors Adopts Charter Amendments

As expected, stockholders of the General Motors Corp., at the special meeting held in Wilmington in June, adopted the charter amendments proposed by the directors for the purpose of simplifying the capital structure of the corporation.

Under the new scheme as approved, the three issues of senior securities have been consolidated into one issue of 7 per cent preferred stock, which will constitute a prior preference on the entire assets, after debts, of the corporation. The holders of the present 6 per cent preferred and 6 per cent debenture stocks will be given the right to exchange their shares for the 7 per cent preferred stock on the payment of $10 per share in cash. The present 7 per cent debenture certificates may be exchanged for the 7 per cent preferred stock on a share for share basis without cash payment. Exchanges may be made at any time before Dec. 31, 1924.

The charter amendments also provide for the exchange of the present outstanding common shares for new common shares on the basis of one new common share for each four shares of present common stock outstanding, thus reducing the 20,646,400 common shares at present outstanding to 5,161,600 shares. The date of the exchange for common shares will be fixed later.

Coming Events

SHOWS

Boston, Mass., October 10 to 17, 1925—World's Rubber and Tropical Exposition will be held at Mechanic's Hall. Chester I. Campbell, Mgr.

Chicago, Ill., October 21 to 27, 1924—National Transportation Show to be held at the American Exposition Palace under the auspices of Motor Truck Industries, Inc. Delivery systems, omnibuses, bodies, trailers, etc. Wm. N. Hallanger, Gen. Mgr.

Dallas, Texas, October 11 to 26, 1924—Annual auto show will be held on the Fair Grounds under the auspices of the Dallas Automotive Trade Assn.

Detroit, Mich., January 17 to 24, 1925—24th annual show to be held at Convention Hall, under the auspices of the Detroit Auto Dealers Association. Passenger cars, trucks and automotive supplies. H. H. Shuart, Mgr.

El Paso, Texas, September 20 to 25, 1924—Annual auto show to be held on Exposition Grounds, under the auspices of the Auto Department of the International Fair Association. W. J. Wile and E. C. Held, General Chairmen.

Green Bay, Wis., August 25 to 30, 1924—4th annual show of the Automotive Division of the Green Bay Association of Commerce, Automotive Bldg., Northeastern Wisconsin Fair Grounds (300,000 sq. ft.). Passenger cars, trucks, accessories, sport and auto apparel. W. E. Kerwin, Mgr., Bellin Bldg.

Sacramento, Cal., August 30 to September 7, 1924—70th annual California State Fair, under auspices State Board of Agriculture. Tent 100 x 350. Passenger cars. Trucks, tractors and accessories in other tents. C. W. Paine, Sec.

Toronto, Canada, August 23 to September 6, 1924—National Automobile Show to be held in conjunction with the Canadian National Exhibition under the sanction of the Canadian Automotive Equipment Assn. and the Automotive Industries of Canada. Gib Robertson, Sec.

CONVENTIONS

Alabama Automotive Trades Assn.—Midsummer meeting to be held July 21 and 22, 1924, at Selma, Ala. J. E. Siegel, chairman, Selma.

American Electric Railway Assn.—43rd annual convention to be held October 6 to 10, 1924, at Young's Million Dollar Pier, Atlantic City, N. J. Also a display of electric cars, buses and accessories. James W. Welsh, exec. sec., 8 W. Fortieth St., New York City.

American Road Builders Assn.—Convention and road show to be held January 6 to 9, 1925, at the Coliseum. Chas. M. Upham, Director, State Highway Commission, Raleigh, N. C.

American Society for Steel Treating—6th annual convention to be held September 22 to 26, 1924, at Boston, Mass. Also a Steel Exhibition.

Automotive Electric Assn.—Annual meeting to be held September 8 to 11, 1924, at Eagles Mere, Pa., Eagles Mere Park.

California Automobile Trade Assn.—Annual meeting to be held in October, 1924. Date and place to be announced later. R. W. Martland, Mgr., Oakland, Cal.

Iowa Automotive Merchants Assn.—Annual meeting to be held November 13 and 14, 1924, at Des Moines, Iowa. A. J. Knapp, Sec.-Mgr.

Michigan Automotive Trade Assn.—18th annual convention to be held in Detroit, Mich., January 21, 1925. W. D. Edendurn, Mgr., Hotel Addison, Detroit.

Motor & Accessory Manufacturers Assn.—Annual convention to be held at Cleveland, October 6 to 8, 1924. M. L. Heminway, Gen. Mgr.

National Association of Automobile Show Managers and Association Secretaries—Annual summer meeting at Ambassador Hotel, Atlantic City, N. J., August 7 and 8. Neal G. Adair, Secretary.

National Safety Council—13th annual safety congress to be held September 29 to October 3, 1924, Louisville, Ky. W. H. Cameron, managing director.

National Standard Parts Assn.—Meeting to be held week of November 10th (tentative), 1924, at Chicago.

National Tire Dealers Assn.—Annual convention to be held November 18 to 20, 1924. Hosts: Akron Retail Tire & Accessory Dealers Assn.

Pennsylvania Automotive Assn.—Annual convention to be held October 17 and 18, 1924, Wilkes-Barre, Pa. R. C. Duffus, Mgr., 302 Security Bldg., Harrisburg, Pa.

Texas Automotive Dealers Assn.—Annual convention to be held in March, 1925, at Austin, Texas. W. A. Williams, Mgr., San Antonio.

N. A. C. C. MEETINGS

October 21 to 24, 1924—Production meeting at Detroit, Mich.

November 18 and 19, 1924—Joint service meeting with the S. A. E. to be held at Cleveland, Ohio.

N. A. D. A. MEETINGS

January 5, 1925—Convention in connection with a show, at Hotel Commodore, New York City.

January 29 and 30, 1925—8th annual convention to be held at Hotel La Salle, Chicago. Lynn M. Shaw, Asst. Gen. Mgr., 320 N. Grand Ave., St. Louis, Mo.

S. A. E. MEETINGS

September 24 and 25, 1924—Automotive Transportation Meeting at New York City.

October 22 to 24, 1924—Production Meeting at Detroit, Mich.

November 18 and 19, 1924—Service Engineering Meeting at Cleveland, Ohio.

January 8, 1925—Annual Dinner to be held at New York City.

January 20 to 23, 1925—Annual Convention at Detroit, Mich.

January 21, 1925—Annual Carnival scheduled for Detroit, Mich.

A Truck Parade That Proved a Big Success

On June 28, the Motor Truck Association of Philadelphia made its city "transportation conscious." The Association staged a gigantic truck parade which included from 500 to 600 motor trucks of all capacities, representing the leading business houses in the city.

The parade accomplished two outstanding facts: 1st, the police officials were shown how a great quantity of motor truck traffic could be handled without causing any inconvenience to the city traffic and 2nd, the people of the city were forcibly taught the power of the motor truck in Philadelphia's economic progress.

The analysis made of the parade shows that there were thirty different makes of trucks, represented by 376 units; 32 types of bodies, represented by 485 units; 20 trailers, and five different types of public utility vehicles in line with a total carrying capacity of 1415 tons. The Owner Operators Division comprised 119 different exhibitors with 261 units. The Operators for Hire (General Hauling) comprised 56 exhibitors with 124 units, and the Division for Trucks used in Automobile Accessories comprised 18 exhibitors with 39 units, while the Division for Dealers and Distributors comprised 15 exhibitors with 62 units. The capacities of vehicles in line ranged from a half ton to seven tons, representing practically every kind of hauling, as well as vehicles used for contract work, with dump bodies, etc.

The City of Philadelphia sanctioned the entrance of fire apparatus and other equipment of the Department of Public Safety, and units of the Department of Public Works. The State Highway Department and the U. S. Army and Marine Corps also had entries.

The procession was reviewed from a stand erected opposite the Masonic Temple on Broad St. F. H. Williams, president of the association, acted as reviewing officer.

The Congoleum Co.'s White truck won the prize offered by Mr. Williams for the best entry.

Stewart-Warner to Acquire Large Vacuum Tank Right

Rumors that the Stewart-Warner Speedometer Corp. is negotiating for acquirement of large vacuum tank rights with the intention of adding vacuum tanks to its line of production are confirmed in a statement issued by C. B. Smith, president of the Chicago organization. According to this statement Stewart-Warner is preparing to take over the business of the Zorzi Corp. of New York.

Mr. Smith says in part: "Negotiations which have been pending the Stewart-Warner Speedometer Corp. and the Zorzi Corp. of New York are now being completed whereby the former company will purchase the assets of the Zorzi Corp. including their patents on vacuum tanks, thereby settling vacuum tank infringement suits between the Stewart-Warner Speedometer Corp. and the Zorzi Corp.

M. & A. M. A. Convention in Cleveland in October

The Motor and Accessory Manufacturers' Association will hold its 1924 fall convention during the week of October 6 at Cleveland, according to announcement by M. L. Heminway, general manager. The sessions will cover three days.

The personnel of the program committee will soon be decided upon, following which the exact date of meeting, topics, speakers and hotel arrangements will be announced.

Last year's fall convention, held at the Copley-Plaza Hotel in Boston, September 19-22, was the most successful in the history of the association. More than 200 member concerns sent large delegations and scores of unaffiliated companies accepted the association's invitation to send representatives.

The general theme of the last convention was "Widening the Market for Automotive Products." There were also discussions of credits, jobber distribution, exports and traffic.

Kincaid Made Vice-President of Garford

Russell M. Kincaid has been unanimously elected vice-president of the Garford Motor Truck Co., Lima, Ohio, by the board of directors.

Mr. Kincaid's connection with Garford in the capacity of assistant to the president dates only from March 1, but the results of his work since that time warrant the election. John L. Galvin, chairman of the board, announces.

He was formerly works manager of the U. S. Light & Heat Corp. at Niagara Falls, and enjoys a continuous producing record. Emmet R. Curtin, Ohio financier, is president of the Garford Company.

Walter Announces New Model

The Walter Motor Truck Company of Long Island City has recently announced a four-wheel drive and brake tractor truck, known as model FRL. It is designed to carry a 7½ ton pay load and to haul in addition a separate trailer carrying a full 10 ton pay load.

All four-wheels are driven through Walter patented automatic lock differentials. The transmission is of a special tractor type with five forward speeds providing a 10 to 1 range between the high and low gear ratio. This transmission enables the tractor-truck to operate at a high average speed and provides a very powerful low gear when required for exceptional conditions. The motor is of a special Ricardo head type developing 65 h. p.

The chassis is made for a 16-foot body, the wheelbase being only 160 in. This comparatively short wheelbase permits of a shorter turning radius and reduces the overload on the rear wheels and tires. The front wheels being made to carry approximately 1/3 of the total load.

This model is furnished with enclosed driver's cab, electric lighting and starting and special trailer hook as standard equipment.

Olds Motor Works is mailing to all its dealers the chart prepared by the National Automobile Chamber of Commerce, outlining the percentage of automobile buying by farmers in the different months of the year. According to the chart, says the company, July, August and September are the largest farm buying months of the year and it urges its dealers to make special efforts in this market during this period.

Motor Truck Industries to Hold Transportation Show

A NATIONAL Transportation Show is being planned by the Motor Truck Industries, Inc., at the American Exposition Palace, Lake Shore Drive, Chicago, October 21 to 27, according to an announcement by William N. Hallanger, general manager of the association. It is the intention of this organization to make it a thoroughly representative transposition show, exhibiting such things as the railroad container delivery, a competitive retail delivery system and many other features with the buses, rail cars, omnibuses, bodies, trailers, fire apparatus and various parts and accessories.

Space in the American Exposition Palace, said to be the largest building of its kind in the world, will be sold at the rate of $1.00 and a small portion $1.25 per square foot. A large appropriation will be spent on an advertising campaign to insure a large attendance of fleet owners and dealers.

Outside of the exhibition hall there is a large ground space which will be used for demonstration purposes, a much needed feature in holding any kind of a truck show. A program is being prepared and these demonstrations are being scheduled daily.

During a recent meeting of the board of directors of the association, the following committees were appointed: Legislative Committee, Paul Moore, chairman; T. R. Lippard, A. E. Parsons; show committee, M. L. Pulcher, chairman; O. W. Hayes, L. M. Viles; survey committee, A. S. More, chairman; R. M. Kincaid, J. W. Stephenson, membership and publicity committees; C. J. Helm, chairman; G. W. Yeoman, Fred Glover, E. B. Ross; parts committee, B. A. Gramm, chairman; Paul Moore, M. E. Brackett, R. M. Kincaid, J. W. Stephenson.

American Institute to Hold Exposition of Inventions

The automobile trade will be in the Exposition of Inventions to be held, December 8th to 13th, 1924, in the famous Engineering Societies Bldg., New York City. The American Institute of the City of New York is handling this display through its Inventors' Section, with behind it an experience of ninety-six years in fostering and portraying American industrial life.

Arrangements for the display of working models or actual devices at the Exposition of Inventions can be arranged through a Committee of the American Institute at 47 West 34th St., New York City. All proposed displays are subject to approval by the Institute, it being the desire to show only those things of sound worth.

United Kingdom Automotive Exports Released

The United Kingdom's exportation of automobiles during 1923 totaled 3,259 touring cars, 977 commercial cars and 2,023 chassis, Consul General Robert P. Skinner reports to the U. S. Bureau of Foreign and Domestic Commerce. These figures are substantially greater than those of 1922 when the exportation of automobiles totaled 1,338 touring cars, 596 commercial cars and 1,107 chassis.

The re-exports of automobiles during 1923 were 1,997 touring cars as compared with 348 in 1922; 573 commercial cars as compared with 58 and 149 chassis as compared with 74.

Export of motorcycles during 1923 practically doubled with a total of 16,156 over 7,262 in 1922.

Tire Exports Increasing

The value of May exports of tires and tire sundries increased $226,824 above April, the May total being $2,113,602, it is announced by E. G. Holt, assistant chief, Rubber Division, Department of Commerce. The number of automobile casings exported, 125,120, though less than in any one of the first six months of 1923, was greater than for any subsequent month.

Fifth Avenue a One-Way Street in Rush Hour

A most radical step in the way of bringing about traffic reform in New York has been attempted by the Police Department which announces that Fifth Avenue will be a one-way street during the afternoon rush hour. It is said that within two weeks this change will go into effect whereby only north bound traffic will be permitted on the famous thoroughfare between 5:30 and 6:30 p. m.

It is planned to reserve the west side of the avenue for express traffic, with buses and slower moving motor vehicles remaining on the east side. As soon however as a bus is loaded it will be shunted into the express route and obliged to maintain the pace of the vehicles in that lane.

Plans Maturing for Tire Dealers' Convention

An exceedingly interesting business program has been laid out for the three days of the National Tire Dealers' Association convention at Akron, November 18 to 20. At this gathering delegates will try to offer suggestions for the improvement of the tire business both for the dealer and the manufacturer. All tire dealers whether members of the Association will have the priviledge of attending this important meeting.

On the second morning of the convention, delegates will visit the various rubber factories. The business session on the second day will start promptly at 2 p. m.

The National Tire Dealer's Association has just completed a tire survey of stock in dealers hands, covering 26 states. "Inventories of tires and tubes on hand show a decided decrease. Sales, considering bad weather conditions, have shown a very healthy increase. Purchases show a very healthy increase, and general business conditions reported by our members are being about fair."

The Standard Motor Truck Co. will shortly bring out a new light delivery speed truck. It will be known as the Fisher Fast Freight named after the president of the company, Albert Fisher. Deliveries on the new model will commence in the fall.

The Pfaudler Company Purchases Elyria Enameled Products Company

The Pfaudler Co., Rochester, N. Y., has purchased all of the assets of The Elyria Enameled Products Co., of Elyria, Ohio. The purchase was consummated June 3, 1924.

It is the intention of The Pfaudler Co. to continue operation in the Elyria factory and to continue the production of Elyria equipment. All of the staff of The Elyria Enameled Products Co., have been retained and with bigger production made possible through the operation of both factories, even better and more complete service than heretofore will be given.

The Pfaudler Co. is rapidly completing plans to place on the market a new line of glass-lined piping. Other developments, such as a combination of the fine points of the Elyria tank car with those of the Pfaudler tank car are being gone over, so as to give the trade a Super-Tank Car for milk haulage.

It is also announced that the Pfaudler Company's European factory, located at Schwetzingen, Baden, Germany, is now operating at full capacity and is in a position to give direct service to any of its clients having European interests. They will be served from this factory, thus eliminating ocean freights.

Harry S. Calvert, for so many years president and general manager of The Elyria Enameled Products Co., has been elected to the board of directors of The Pfaudler Co., and has been made vice president in charge of the Elyria Enameled Products Division.

The officers of the Pfaudler Co. are now as follows: E. G. Miner, president; W. D. Pheteplace, vice-president and general manager; H. S. Calvert, vice-president, in charge of Elyria Enameled Products Division; R. Ranlet, treasurer; C. J. Stothers, secretary; R. B. Kilmer, general sales manager.

Mail Handled Between Important Points by Truck

Because railroad facilities are inadequate to get to Detroit, for early morning delivery mail deposited the previous day at points in Ohio, Western Pennsylvania, New York and West Virginia, the Post Office Department on July 1 began the operation of a truck service between Toledo, Ohio, and Detroit.

The truck leaves Toledo at 3:30 A. M., and arrives in Detroit 6 A. M. each morning except Sunday, carrying about 40 sacks of first class mail, which will then go out on the first delivery.

Rubber and steel, the principal materials entering into the fabrication of automobiles, for the manufacture of which Detroit is noted, come from practically the same point. The new service in the opinion of Postmaster Smith of Detroit will advance this class of mail at least twelve hours.

The truck carries mail one way only, returning empty to Toledo. The service, which has begun on the contract basis, is being handled by Fay S. Goodell of Mount Morris, Michigan.

A Meeting of the Branch Managers

During June the branch managers of North East Service, Inc., held their annual convention at the general offices of the company at Rochester, N. Y. Those attending were J. W. Spears, Atlanta; L. P. Michaud, Chicago; W. K. Lee, Detroit; George Goldman, Kansas City; D. P. Cartwright, New York; G. A. Johnson, Rochester; F. R. Campbell, San Francisco; R. J. Kelleher, Paris; J. W. Neun, Toronto. The only manager absent was John A. Findley of the London office.

Personal Items

Dr. L. H. Baekeland, of Yonkers, N. Y., president of the American Chemical Society and honorary professor of Chemical Engineering in Columbia University, has just been highly honored by King Albert of Belgium, who made him commander of the Order of Leopold. Dr. Baekeland has already received such distinctions as Officer of the Legion of Honor of France and Officer of the Crown of Belgium.

E. G. Biechler has been appointed general manager of the Delco-Light Co., of Dayton, Ohio, a General Motors subsidiary. Mr. Biechler was sales manager and since February has been acting general manager. In his new position he succeeds R. H. Grant, who recently was appointed vice-president and general sales manager of the Chevrolet Motor Co.

H. J. Bosshart recently sailed from New York for South America on the steamship Santa Ana, to make an extensive trip in the interests of North East Service, Inc., and the North East Electric Co. His main purpose is the extension of the North East Service Organization in those places where North East equipped cars are in use.

Claude S. Briggs has announced his resignation from the C. R. Wilson Body Co., and his connection with Benjamin Gotfredson, of the American Auto Trimming Company and the Gotfredson Truck Company.

Colin Campbell has been elected vice-president of Durant Motors, Inc. Mr. Campbell has been identified with General Motors Corp. since 1916, during the past three years acting as vice-president and general sales manager of the Chevrolet Division, resigning his position on January 1st last.

H. M. Carroll has been appointed manager of the Dayton office of Campbell-Ewald Co. For the past three years Mr. Carroll has been advertising manager of the Remy Electric Co., and previous to that held a similar position with the tractor and implement bearings division of the Hyatt Roller Bearing Co.

James B. Giern, formerly of the Giern & Anholtt Tool Works, but of late with the Standard Service Tool Co., has severed his connection with the latter of which concern he was vice-president and general manager. Mr. Giern is a pioneer in the designing and manufacturing of automobile service station equipment and tools.

Hal F. Greene, formerly Southern Sales Representative for the Mason Motor Truck Co., of Flint, Mich., a subsidiary of Durant Motors, Inc., has been transferred to the sales district comprising the Chicago-Minneapolis District, with headquarters at Milwaukee, Wis. Mr. Greene is to intensify the bus sales promotion in this district, having had worth while results in this division in the South and Southeast territory.

O. L. Harrison, who since January 1 has been acting general manager, has been made general manager of the Dayton Engineering Laboratories Co., of Dayton, Ohio.

Lester Leland has resigned all of his connections with the United States Rubber Co. Mr. Leland has been vice-president or vice-chairman and member of the executive committee of the company for the past 25 years.

C. W. Matheson, formerly vice-president in charge of sales of Dodge Brothers, has been appointed an assistant to the president of the General Motors Corp. No definition of Mr. Matheson's duties was made in the announcement of the appointment by President A. P. Sloan, Jr.

W. S. Mefford has been appointed distributor of Republic Motor Truck Co., at Toledo, Ohio, his territory comprising a large part of the Ohio and Michigan district surrounding that city. The company will make a special factor of its parts service in developing the business of the territory.

J. C. Mersin, works manager of the Chain Belt Co., of Milwaukee, has been elected second vice-president while other changes made at the annual meeting included the election of Brinton Welser as secretary and C. E. Stone as assistant secretary. The latter is assistant to the president and has also been purchasing agent since 1918.

O. E. Pederson has been made general manager of the Chicago branch of the Federal Motor Truck Co. of Detroit, succeeding Grant C. Nicol, deceased. Mr. Pederson has been active in the industry for 14 years and has been affiliated with the Diamond T Motor Truck Co., the Chicago Motor Truck, Inc., and Master Trucks, Inc.

Clifford B. Reeves, eldest son of Alfred Reeves, general manager National Automobile Chamber of Commerce, has joined the M. & A. M. A. staff. Mr. Reeves has just been graduated from the University of Pennsylvania, where he was president of the graduating class and one of four honor men of the university. Mr. Reeves will assist in the work of our Education, Show and Credit Departments.

Harrison P. Robinson has been appointed district sales manager by the Winther Motor Co. with headquarters at the general offices in Kenosha. He comes to the Winther company after fourteen years of service in the motor truck business. He is well known throughout the state of Wisconsin, where he has represented the Packard, Sterling and International Mack companies in the past.

J. H. Schoemaker has resigned as distribution manager of the Allyne-Zerk Co., Cleveland, to accept the distribution managership of the Swan Carburetor Co., and of the Perfection Heater & Mfg. Co.

E. H. Shepard has resigned as general sales manager of the Holley Carburetor Co. and has not announced his plans for future activity. He is well known in the industry and has been connected with the manufacture and sale of carburetors for more than fourteen years.

Harry Tipper, secretary of The Class Journal Company, has accepted the chairmanship of the recently created committee on Increasing Electric Truck Sales in New York City.

B. B. Woodford becomes assistant sales manager of the Eisemann Magneto Corp. He entered the Experimental Laboratory of the Eisemann organization in the fall of 1919; some months later was transferred to the Service Department. Early in 1922, he was appointed assistant service manager; later acting as sales engineer.

The name of the King Sewing Machine Co., Buffalo, N. Y., has been changed to the King Manufacturing Corp. This is a change in name only, as the same management will continue to manufacture King products.

* * *

The following officers were elected at a recent meeting at the Norfolk (Va.) Automobile Dealers' Association: President, E. E. Springer; vice-president, B. R. Wrenn; treasurer, J. Gilbert Grubb; secretary, Fred N. Crouch; executive secretary, C. L. Shultz. Directors: H. H. Johnson, R. C. Taylor, Harry McTighe, C. E. Wright and I. B. Wicks.

* * *

The Stromberg Motor Devices Company, of Chicago, announced the opening of a factory branch in Minneapolis, at 1609 Hennepin Ave. in charge of D. G. Chandler. It is stated that the branch has been supplied with a complete stock of carburetors and parts sufficient to meet requirements of service stations and dealers of the territory. There is also a service station in operation at the Minneapolis branch for the accommodation of motorists of that city and St. Paul.

The Winther Motor Co., of Kenosha, Wis., is about to announce a number of new models. The truck line will now include four-wheel drive models up to five ton capacity and rear-wheel drive in sizes up to seven-ton capacity, together with tractor and fire engine models. The company also announces an aggressive sales campaign centralized in Wisconsin, Illinois and states directly to the west of these two.

* * *

The H. C. S. Motor Car Co., of Indianapolis, has announced its entry into the taxicab manufacturing field. The cab will be of a lighter weight than the average vehicle, sturdy in construction and can be maintained at a low operating cost, according to the maker.

* * *

The Virginia Historic Highway Association was formed at Lynchburg, Va. It urged the building of a conected hard road from Washington via Leesburg, through the valley to Roanoke, and back to Washington through Lynchburg, Richmond and Fredericksburg. Julius F. Fishburne, Roanoke, has been elected president.

U. S. Department of Commerce Production Figures
(Number of Machines)

	Passenger Cars			Trucks		
	1922	1923	1924	1922	1923	1924
January	81,696	223,822	*287,353	9,596	19,732	28,922
February	109,171	254,782	*336,374	13,360	22,173	31,151
March	152,962	319,789	*348,356	20,036	35,284	*34,109
April	197,224	344,661	*337,045	22,665	38,085	*36,154
May	232,462	350,460	279,439	24,120	43,730	33,374
June	263,053	*337,442	.....	26,354	41,173	.....
July	225,103	*297,413	.....	22,083	30,692	.....
August	249,498	*314,431	.....	24,711	30,872	.....
September	187,711	*298,964	.....	19,495	28,578	.....
October	217,582	*335,041	.....	21,824	30,139	.....
November	215,362	*284,939	.....	21,967	28,073	.....
December	208,016	*275,472	.....	20,394	27,762	.....

Atterbury Announces "The Highway Express" of 1½ to 2 Tons Capacity

HERALDED as the "Speed Truck the Nation's business has waited for" the Atterbury Highway Express fills out the line of trucks built by the Atterbury Motor Car Co., of Buffalo, N. Y. This new job combines a two-ton payload capacity with a speed of thirty miles per hour.

By including a good measure of weight and strength, adding a liberal amount of speed in a low-hung, ground-hugging design this new speed truck reaches out for an entirely new hauling field.

On the scales, the new Atterbury Highway Express weighs in at 4750 pounds. It has a normal load rating of 1½ to 2 tons and climbs up to thirty miles an hour with a get-away that's said to be totally new in truck practice.

Small diameter, balloon-type tires are standard equipment. 21 inch steel wheels with 30 x 5 and 32 x 6 rears add to its low-hung design and, it is claimed, eliminate every trace of side sway on curves with wide open throttle.

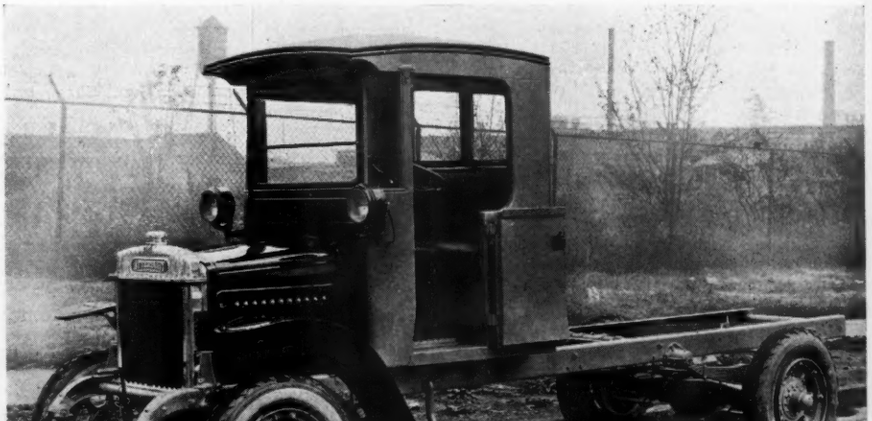
A big 4 inch x 5¼ inch Buda power plant working through a 7.25 to 1 Timken worm drive rear axle ratio turns up its full power at medium speed without the slightest tendency towards racing.

Complete equipment is included in the selling price. Fully enclosed smooth line cab with doors, built in windshield with side panels, extra heavy large diameter electric lights, Bosch High Tension Magneto and Generator, Vacuum tank and Alemite lubrication are all included. The standard price with balloon type-tires and steel wheels is $2550. Heavy duty cushion tires and artillery wheels are optional at $2450.

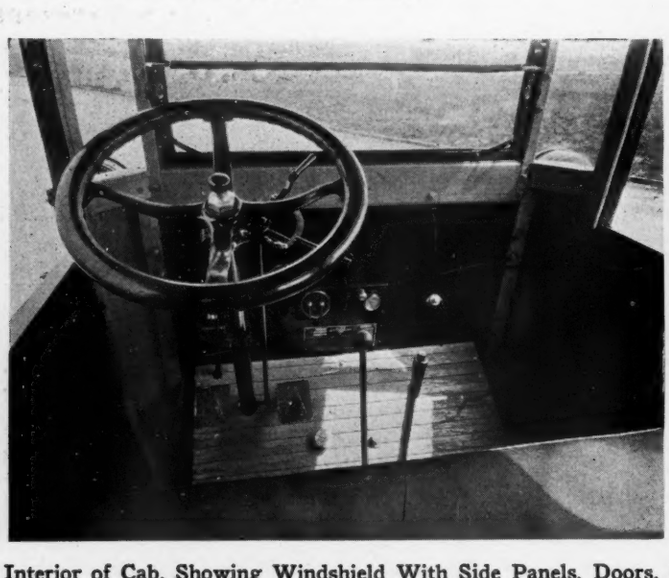
Wheelbase is 150" and the frame handles a 12' body. The body weight allowance is 1250 lbs.

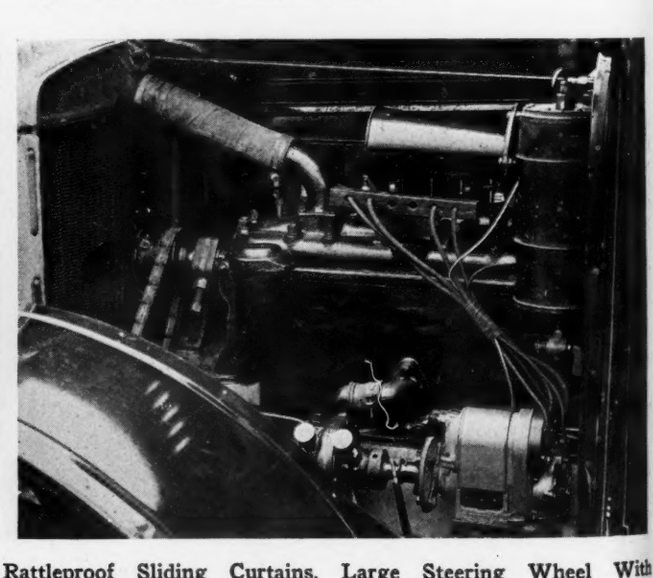
Other specifications include: Brown-Lipe 3 speed transmission; three Spicer universal joints; 41½" x 2½" front springs, 54" x 2½" at the rear; 5¾" x 2¾" x ¼" hydraulic pressed steel frame; Gemmer steering gear; 19 gal. gasoline tank, with 1½ gal. reserve supply. Standard finish includes two coats of Atterbury Gray on chassis and cab. Black enameled hood, fenders, dash and lamps. Painting in special colors extra.

Front View, Showing Sturdiness of Parts



Showing Standard Equipment, Enclosed Cab, Balloon Tires, Steel Wheels, Electric Lights, Polished Aluminum Radiator





Interior of Cab, Showing Windshield With Side Panels, Doors, Rattleproof Sliding Curtains, Large Steering Wheel With Slanting Column. The Engine is a Buda 4" x 5¼". Bosch Magneto, Vacuum Feed and Klaxon Horn

KEY OF ABBREVIATIONS

Wheelbase:
°—More than one wheelbase furnished.

Tires:
§§—Unless marked otherwise all tires are solids.
*—Pneumatics standard equipment.
‡—Pneumatics at Extra Cost.
†—Dual on Rear.

Engine:
Bud—Buda Co., Harvey, Ill.
Con—Continental M. Corp., Detroit, Mich.
D—Head & Side
GBS—Golden, Belknap & Swartz Co., Detroit, Mich.
H—Overhead.
Her—Hercules M. Mfg. Co., Canton, Ohio.
Hin—Hinkley Motors, Inc., Detroit, Mich.
H-S—Herschell-Spillman Motor Co., North Tonawanda, N. Y.
H-C—Holl Scott Motor Co., Berkeley, Cal.
L—L-Head.
Lyc—Lycoming M. Corp., Williamsport, Pa.
Mid—Midwest Eng. Co., Indianapolis, Ind.
FP—Full Pressure to all bearings including wrist pins.
PC—Pressure to all crankshaft and connecting rod bearings.
PS—Pressure with splash.
SP—Circulating splash.
T—T-Head.
Wau—Waukesha M. Co., Waukesha, Wis.
Wis—Wisconsin M. Mfg. Co., Milwaukee, Wis.
Yell—Yellow Sleeve Valve Eng. Works, East Moline, Ill.
X—Sleeve.

Governor:
Con—Continental M. Corp., Detroit, Mich.
Dup—Duplex Eng. Gov. Co., Brooklyn, N. Y.
Han—Handy Gov. Co., Detroit, Mich.
Hin—Hinkley Motors, Inc., Detroit, Mich.
McK—E. R. Klemm, Chicago, Ill.
Mon—Monarch Gov. Co., Detroit, Mich.
Non—Not Supplied.
Pha—Pharo Mfg. Co., Detroit, Mich.
Pie—Pierce Governor Co., Anderson, Ind.
Sim—Duplex Eng. Gov. Co., Brooklyn, N. Y.
Wau—Waukesha M. Co., Waukesha, Wis.

Radiator:
Bre—Bremer-Tully Mfg. Co., Chicago, Ill.
Bus—Bush Mfg. Co., Hartford, Conn.
Cor—Corcoran Mfg. Co., Cincinnati, Ohio.
Chic—Chicago Mfg. Co., Chicago, Ill.
E&M—English & Mersick Co., New Haven, Conn.
Fed—Fedders Mfg. Co., Buffalo, N. Y.
Fle—Flexo Mfg. Co., Los Angeles, Cal.
G&O—G. & O. Mfg. Co., New Haven, Conn.
Har—Harrison Rad. Corp., Lockport, N. Y.
Idl—Ideal Sheet Metal Works, Chicago, Ill.
Lon—Long Mfg. Co., Detroit, Mich.
McC—McCord Rad. & Mfg. Co., Detroit, Mich.
McK—McKinnon Dash Co., Buffalo, N. Y.
Per—Racine Radiator Co., Racine, Wis.
R-T—Rome-Turney Rad. Co., Rome, N. Y.
S-J—Shotwell Johnson Co., Minneapolis, Minn.
Spl—Splitdorf Electrical Co., Newark, N. J.
Stn—Standard Radiator Co., Inc., Springville, N. Y.
US—U. S. Cartridge Co., Lowell, Mass.
Whe—Wheeler Rad. & Mfg. Co., E. Cleveland, Ohio.

Fuel System:
Car—Carter Carburetor Co., St. Louis, Mo.
Ens—Ensign Car. Co., Los Angeles, Cal.
G—Gravity.
Hol—Holley Carburetor Co., St. Louis, Mo.
Joh—Johnson Co., Detroit, Mich.
Mar—Marvel Carburetor Co., Flint, Mich.
P—Pressure.
Ray—Beneke & Korpf Mfg. Co., Chicago, Ill.
Sco—Briscoe Devices Corp., Pontiac, Mich.
She—Wheeler Schebler Carburetor Co., Indianapolis, Ind.
Ste—Detroit Lubricator Co., Detroit, Mich.
Str—Stromberg Motor Devices Co., Chicago, Ill.
Til—Tillotson Mfg. Co., Toledo, Ohio.
V—Vacuum.
Zen—Zenith-Detroit Corp., Detroit, Mich.

Electrical System:
‡—Generator & Starter at Extra Cost.
†—Starter not Supplied, Generator at Extra Cost.
A-C—Allis Chalmers Mfg. Co., Milwaukee, Wis.
Apo—Apollo Magneto Corp., Apollo, Pa.
A-K—Atwater Kent Mfg. Co., Phila., Pa.
A-L—Electric Auto-Lite Corp., Toledo, O.
Ber—Ericsson Mfg. Co., Buffalo, N. Y.
Bij—Bijur Motor Appliance Co., Hoboken, N. J.
Bos—American Bosch Magneto Co., Springfield, Mass.
Con—Connecticut Telephone & Electric Co., Meriden, Conn.
Del—Dayton Engin. Lab. Co., Dayton, Ohio.
Dyn—Owen Dyneto Corp., Syracuse, N. Y.
Eis—Eisemann Magneto Corp., Brooklyn.
G&D—Gray & Davis, Boston, Mass.
Kin—Kokomo Electric Co., Kokomo, Ind.
K-W—K W Ignition Co., Cleveland, Ohio.
L-N—Leece-Neville Co., Cleveland, O.
N-E—North East Elec. Co., Rochester, N. Y.
Non—Not Supplied.
POL—Prest-O-Lite Co., Inc., Indianapolis, Ind.
Rem—Remy Electric Co., Anderson, Ind.
RBo—Robert Bosch Magneto Co., New York, N. Y.
Sim—Simms Magneto Co., E. Orange, N. J.
Spl—Splitdorf Electrical Co., Newark, N. J.
Wag—Wagner Elec. Mfg. Co., St. Louis, Mo.
Wes—Westinghouse Elec. & Mfg. Co., Springfield, Mass.
USL—U. S. Light & Heat Corp., Niagara Falls, N. Y.

Clutch & Gearset:
*—Other ratios optional.
A—Amidships.
B & B—Borg & Beck Co., Chicago, Ill.
B-L—Brown-Lipe Gear Co., Syracuse, N. Y.
Cot—Cotta Transmission Corp., Rockford Ill.
Cov—Covert Gear Co., Lockport, N. Y.
Det—A. J. Detlaff Co., Detroit, Mich.
D-G—Detroit Gear & Machine Co., Detroit, Mich.
Dod—Dodge Brothers Co., Detroit, Mich.
D—Disk.
Dun—Dundore Mfg. Co., Reading, Pa.
Durs—Durston Gear Corp., Syracuse, N. Y.
Ful—Fuller & Sons Mfg. Co., Kalamazoo, Mich.
G-L—Grant Lee Gear Corp., Cleveland, O.
Har—Hartford Auto Parts Corp., Hartford, Conn.
Hoo—Hoosier Clutch Co., Muncie, Ind.
J—Unit with Jackshaft.
K—Cone.
M-E—Merchant & Evans Co., Phila., Pa.
M-M—Mechanics Mach. Co., Rockford, Ill.
Mun—Muncie Gear Works, Muncie, Ind.
O—Disk in Oil.
P—Plate.
R—Rear Axle.
U—Unit with Engine.
W-G—Warner Gear Co., Muncie, Ind.

Universal:
Blo—Blood-Bro. Mach. Co., Allegan, Mich.
Det—Universal Products Co., Detroit, Mich.
Har—Hartford Auto Parts Corp., Hartford, Conn.
M-M—Mechanics Machine Co., Rockford, Ill.
M-E—Merchant & Evans Co., Phila., Pa.
Pet—Cleveland Universal Parts Co., Cleveland, Ohio.
Pic—Carl Pick Co., West Bend, Wis.
Sne—Snead & Co., Jersey City, N. J.
Spi—Spicer Mfg. Corp., S. Plainfield, N. J.
The—Thermoid Rubber Co., Trenton, N. J.
U-M—Universal Machine Co., Bowling Green, Ohio.
U-P—Universal Products Co., Detroit, Mich.

Front and Rear Axles:
½—Semi-Floating.
¾—Three-Quarter Floating.
Atl—Atlas Axle Co., Wilmington, Del.
Cla—Clark Equip. Co., Buchanan, Mich.
Col—Columbia Axle Co., Cleveland, O.
Con—Continental Axle Co., Edgerton, Wis.
C—Chain.
B—Straight Bevel.
D—Dead.
Eat—Eaton Axle Co., Cleveland, Ohio.
Fli—Flint Motor Axle Co., Flint, Mich.
F—Floating.
Huc—Huck Axle Co., Chicago, Ill.
I—Internal Gear.
LM—L. M. Axle Co., Cleveland, Ohio.
P—Spur Gear.
R—Double Reduction.
Rus—Russel Motor Axle Co., Detroit, Mich.
S—Spiral Bevel.
Sal—Salisbury Axle Co., Jamestown, N. Y.
She—Sheldon Axle & Spring Co., Wilkes-Barre, Pa.
Shu—Shuler Axle Co., Inc., Louisville, Ky.
Std—Standard Parts Co., Cleveland, O.
Tim—Timken Detroit Axle Co., Detroit, Mich.
Tor—Eaton Axle & Spring Co., Cleveland, Ohio.
Vul—Vulcan Motor Axle Co.
Wal—Walker Axle Co., Chicago, Ill.
W—Worm.
Wis—Wisconsin Parts Co., Oshkosh, Wis.

Brake:
A—Rear Wheels only.
B—Drive Shaft and Rear Wheels.
C—Front and Rear Wheel.
D—Jackshaft and Rear Wheels.

Springs:
Am—American Auto Parts Co., Detroit, Mich.
Arm—General Motors Co., Pontiac, Mich.
Bea—Beans Spring Co., Inc., Massillon, O.
Bet—Betts Bros. Sp. Co., Inc., San Francisco, Cal.
Cha—Champion Auto Sp. Co., St. Louis, Mo.
Del—D. Delany & Son, Newark, N. J.
Det—Detroit Steel Prod. Co., Detroit, Mich.
G-C—Garden City Sp. Works, Chicago, Ill.
Har—Harvey Sp. & Forging Co., Racine, Wis.
I-C—Iron City Spring Co., Pittsburgh, Pa.
Lig—Liggett Sp. & Axle Co., Monongahela, Pa.
Mar—Maremont Mfg. Co., Chicago, Ill.
Mat—Mather Spring Co., Toledo, O.
Mer—E. R. Merril Spring Co., New York.
Pen—Penn Sp. Works, Baldwinsville, N. Y.
Per—Perfection Sp. Co., Cleveland, O.
Phi—Phila. Sp. Works, Phila., Pa.
P.S.—Point Sp. Co., Pittsburgh, Pa.
S. S.—Standard Steel Sp. Co., Coraopolis, Pa.
Ste—Sterling Spring Co., Pittsburgh, Pa.
Tem—Temme Sp. Corp., Chicago, Ill.
Tut—Tuthill Sp. Co., Chicago, Ill.
U. S.—United States Sp. Co., Los Angeles, Cal.
Vul—Jenkins Vulc. Sp. Co., Richmond, Ind.

Steering Gear:
CAS—C. A. S. Products Co., Columbus, O.
Dit—Ditwiler Mfg. Co., Galion, Ohio.
Dod—Dodge Bros. Co., Detroit, Mich.
Gem—Gemmer Mfg. Co., Detroit, Mich.
Jac—Saginaw Products Co., Saginaw, Mich.
Lav—Lavine Gear Co., Milwaukee, Wis.
M-P—Muncie Gear Works Corp., Muncie, Ind.
Ros—Ross Gear & Tool Co., Lafayette, Ind.
Sag—Saginaw Products Co., Saginaw, Mich.
Woh—Wohlrab Gear Co., Racine, Wis.

Wheels:
Arc—Archibald Wheel Co., Lawrence, Mass.
A-W—Auto Wheel Co., Lansing, Mich.
Bim—Bimel Spoke & Auto Wheel Co., Portland, Ind.
Bud—Budd Wheel Co., Phila., Pa.
Cla—Clark Equip. Co., Buchanan, Mich.
Day—Dayton Steel Foundry Co., Dayton, Ohio.
Det—Detroit Panel & Plywood Co., Detroit, Mich.
Dis—Disteel Wheel Corp., Detroit, Mich.
Hay—Hayes Wheel Co., Jackson, Mich.
Hoo—Hoopes, Bro. & Darlington, Inc., West Chester, Pa.
Ind—Indestructible Wheel Co., Lebanon, Ind.
Int—Interstate Foundry Co., Chicago, Ill.
Jon—Jones, Phineas & Co., Newark, N. J.
Kel—Kelsey Wheel Co., Detroit, Mich.
MM—Michigan Malleable Iron Co., Detroit.
Mot—Motor Wheel Corp., Lansing, Mich.
Mun—Muncie Wheel Co., Muncie, Ind.
Nor—Northern Wheel Corp., Alma, Mich.
Pru—Prudden Wheel Co., Lansing, Mich.
Roy—Royer Wheel Co., Aurora, Ind.
Sch—Schwarz Wheel Co., Phila., Pa.
Smi—Smith Wheel, Inc., Syracuse, N. Y.
StM—St. Marys Wheel Co., St. Marys, O.
Std—Standard Wheel Co., Terre Haute, Ind.
Van—Van Wheel Corp., Oneida, N. Y.
Wal—Walker Axle Co., Chicago, Ill.
Way—Wayne Wheel Co., Newark, N. Y.
Whit—Whitcomb Wheel Co., Kenosha, Wis.

Rim Equipment:
Fir—Firestone Steel Products Co., Akron, Ohio.
Gdy—Goodyear Tire & Rub. Co., Akron, Ohio.
Hay—Hayes Wheel Co., Jackson, Mich.
Jax—Jaxon Steel Prod. Co., Jackson, Mich.
Kel—Kelsey Wheel Co., Detroit, Mich.
Mil—Miller Rubber Co., Akron, Ohio.
Non—None Supplied.

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

Those Chassis Which Are Sold and Recommended for Passenger Transportation Are Designated in the Following Table by Reference Sign (§) in Front of the Name

For Specially Designed Motor Bus Chassis See Pages 44 and 45

See Table for Replacement Data. Truck Frame Dimensions Are Included in Same Table

(Where prices are not given it is because we have been unable to get them from authoritative sources)

For full name and address of manufacturer and information regarding complete line see page 43

Trade Name and Model	General				Engine								Electrical System		Clutch		Gearset			Universals (Make)	Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size §§ Front (inches)	Tire Size §§ Rear (inches)	Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
1000 Pounds																															
Chevrolet Sup.Com.Ch	410	103	30x3½*	30x3½*	Own	3 11/16x4	21.7	H	PS	Non	Har	Zen	G	Rem	Rem	Own	K	Own Sup	U	3	Own	Own Sup	S	½	3.77	12.5	A	Own Sup	S.S	Own	Hay	Jax	1430
Gray O	420	100	30x3½*	30x3½*	Own O	3 5/8x4	21.0	L	PS	Non	Cor	Sco	G	Wes	Wes	Own	P	D-G Spec	U	3	M–M	Tim 0500	B	½	3.90	13.1	A	Tim O-100	Det	Own	Kel	Kel	1130
Overland 91	395	100	30x3½*	30x3½*	Own 91	3½x4	19.6	L	PC	Non	Own	Til	G	A-L	A-L	B&B	P	Own 91	U	3	Own	Own 91	B	½	4.50	17.6	A	Own 91	Own	Own	Hay	Hay	1550
Yellow Cab Di Mod T3	1395	109	29x4½*	29x4½*	Con V-7	3¾x5	22.5	L	PC	Non	Lon	Zen	G	Bos	N-E	B-L	D	B-L 30Y	U	3	Spi	Tim	B	½	4.90	16.3	B	Tim	Mat	Gen	Mot	Fir	2500
1500 Pounds																															
§Corbitt S	1300	130	34x4½*	34x4½*	H-S 30	3½x5	19.8	L	PS	Non	McC	Str	V	Eis	Dyn	B-L	D	B-L 30	U	3	Spi	She W1002	W	½	6.00	20.0	A	She 33FA	She	Ros	Bim	Fir	3420
§Diamond T75	....	130	33x5*	33x5*	Her OX	4 x5	25.6	L	PC	Non	G&O	Zen	G	Apo	A-L†	Cov	D	Cov JUC	U	3	Spi	Col 52000	B	¾	5.12	18.5	A	Col 5000	Mat	Gen	Mot	Fir	2825
Dodge Brothers	730	116	32x4*	32x4*	Own	3 1/16x4½	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	Own	D	Own	U	3	Own	Own	S	½	4.54	18.9	A	Own 4	Own	Own	Kel	Kel	1992
Perfection A	1245	128	32x4½*	32x4½‡	Con N	3½x5	19.6	L	PS	Non	Own	Zen	V	Rem	Rem	B&B	P	Own AAU	U	3	The	Tim 5311	B	½	5.00	22.3	A	Tim 1216	Own	Lav	Bim	Mil	2500
Rainier...R-31	1970	125	35x5*	35x5*	Con N	3¾x5	22.5	L	PS	Mon	Har	Zen	V	Eis	Non	B-L	D	B-L 30	U	3	Har	Tim 6250	W	½	6.75	22.5	A	Tim 1250	Per	Lav	Jon	Fir	2500
§Ruggles 15	....	122	32x4½*	32x4½*	H-S 30	3½x5	19.6	L	PS	Non	Per	Zen	G	Bos	Bos	M-E	P	Ful J	U	3	Spi	Col 3000	B	¾	5.81	19.7	A	Col 3000	Det	Jac	Nor	Fir	2300
White 15	2400	133½	34x5*	34x5*	Own GK	3¾x5 1/16	22.5	L	SP	Non	Own	Zen	G	.....	.....	Own	P	Own 15	A	4	Own	Own 15	B	½	5.36	18.6	A	Own 15	.....	Own	.....	Fir	3225
1 Ton																															
§Acme 20L	....	136	34x5*	34x5*	Con 8R	3 5/16x4½	27.3	L	PC	Non	G&O	Zen	V	Bos	Bos‡	B-L	P	B-L	U	3	Blo	Tim 6258	W	½	6.25	30.0	A	Tim 1452	Det	Ros	Bim	Fir	3500
Autocar F	2200	97	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N†	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3800
Autocar G	2300	120	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N†	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Bessemer G	....	124	35x5*	35x5*	Con N	3¾x5	19.6	L	PS	Non	Stn	Str	G	Bos	Bos	Ful	D	Ful TU¾	U	3	Blo	Tor Bevel	I	D	.....	.....	A	She 350	Per	Ros	Sch	Fir	3000
§Bethlehem KN	1595	125	35x5*	35x5*	Own KN	3½x5	19.6	L	FP	Pie	G&O	Zen	V	Bos	G&D	B&B	P	D-G	U	3	Spi	Eat 10000	B	½	6.86	21.8	...	Eat 750	Mat	Lav	Smi	Fir	2650
Betz J-3	1850	140	34x5*	34x5*	Own J-3	3¾x5 1/16	22.3	L	...	Mon	Chi	Zen	G	Bos	Bos	B-L	P-D	B-L 30	U	3	Pet	Tim 6352	W	½	.....	.....	A	Tim 1250	Mar	Ros	.....	Fir	3150
Brockway E-3	....	135	33x5*	33x5*	Wis SU	4x5	25.6	H	PC	Non	G&O	Zen	V	Eis	L-N	B-L	D	B-L 30	U	3	Spi	Col 52024	S	F	5.13	20.5	A	Col 5089	Row	Gen	.....	Fir	2900
Casco A	1700	130	34x5‡	34x5‡	Bud WTU	3¾x5 1/16	23.4	L	PC	Non	G&O	Zen	V	Bos	Bos	Ful	....	Ful SUI	U	3	Spi	Col 52000	S	½	5.85	23.4	A	Col 5000	Sta	Woh	Arc	Fir	3200
§Chevrolet Sup	495	120	31x4*	34x4½*	Own Sup	3 11/16x4	21.7	H	PS	Non	Har	Zen	G	Rem	Rem	Own	K	Own Sup	U	3	Own	Own Sup	S	½	5.43	18.1	A	Own Sup	S.S	Own	Hay	Jax	1850
Commerce 11	....	127	34x5	34x5	Con N	3¾x5	22.5	L	SP	Non	Lon	Zen	V	Bos	Bos	Ful	D	Ful SU2	U	3	U-M	Sal 1481	B	¾	5.85	23.4	A	Sal 1415	Amc	Jac	Smi	Fir	2930
Concord E	....	135	34x5*	36x6*	Bud GBU	4x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	Wes	B-L	D	B-L 30	U	3	Spi	Tim 6352	W	½	6.20	24.8	A	Tim 1452	.....	Ros	Arc	Fir	3500
Corbitt E	1600	130	34x3½‡	34x4‡	Con N	3¾x5	22.5	L	PS	Non	McC	Str	V	Eis	Bij†	B-L	D	B-L 30	U	3	Spi	She W1501	W	½	7.80	25.9	A	She 33FA	She	Ros	Bim	.....	3730
Diehl A	....	115	34x4½*	35x5*	Con N	3½x5	19.6	L	PS	Non	Per	Zen	G	Sim	Non	B&B	P	Dur 02800	U	3	Har	Tor OX2L	I	D	5.30	.....	A	Sal 1455	Mar	Ros	Sch	Fir	2400
D–Olt A-1	1695	138	35x5*	35x5*	Mid 408	3½x5	19.6	L	...	Opt	Per	Zen	V	RBo	Non	B-L	D	B-L 30	U	3	Spi	Tim 6250	W	½	6.75	22.0	A	Tim 1250	S.P	Ros	Day	Fir	3400
Dorris K-2	2490	Opt	33x5*	33x5*	Own	4 x5½	25.6	H	PC	Non	Mod	Str	V	Bos	Wes	Own	D	W-G	U	3	Spi	Tim 5512	B	½	4.23	15.6	A	Tim 1250	Row	Ros	Mun	.....	2000
Duplex G	....	132	33x5*	33x5*	Bud WTU	3¾x5 1/16	22.5	L	PC	Non	Mod	Zen	V	Wes	Wes	B-L	D	B-L	U	3	Pet	Tim	B	½	5.50	22.0	A	Tim 1250	Pen	Woh	Mot	Fir	3000
Federal R-2	....	132	33x5*	33x5*	Con J-4	3¾x5	22.5	L	FP	Non	Own	Zen	V	Eis	Rem	B&B	P	Det	U	3	Pet	Tim 6250	W	½	5.60	18.7	A	Tim 1250	.....	Gem	Dis	.....	2950
§Ford T	370	124	30x3½*	32x4½*	Own T.T.	3¾x4	22.5	L	...	Non	Own	Own	G	Own	Own	Own	D	Own TT	U	2	Own	Own TT	W	½	Opt	19.9	B	Own TT	Own	Own	Own	Own	1520
Fulton A	1495	130	35x5*	35x5*	Bud WTU	3¾x5 1/8	22.5	L	PC	Non	Liv	Zen	G	Sim	Con	B&B	P	Cov JNC	U	3	Spi	She W1002	W	½	6.10	.....	A	Col 5038	Row	Lav	Hoo	Fir	3600
§Garford 15	....	132	34x5*	34x5*	Bud MU	3 5/16x5 1/16	21.0	L	PC	Non	Lon	Str	G	A-L	A-L	B&B	P	Own 15	U	3	Spi	Stn	W	½	6.50	.....	A	Own 15	Per	Gem	.....	Fir	3500
§Gary W	1875	130	36x3½‡	36x5‡	Bud WTU	3¾x5 1/8	22.5	L	PC	Pie	Chi	Zen	V	Eis	Non	Ful	D	Ful TU¾	U	3	Spi	Tim 6352	W	½	8.25	24.7	A	Tim 1452	Det	Ros	Pru	Gdy	3400
§GMC K-16	....	132	34x5*	34x5*	Own K-16	3½x5½	19.6	L	FP	Own	Own	Mar	G	Sim	Own	Own	D	Own K16	U	3	U-M	Own K-16	B	¾	6.00	21.9	A	Own K-16	.....	Own	Kel	.....	3435
Gotfredson 20	1695	131	34x5*	34x5*	Bud WTU	3¾x5 1/8	22.5	L	PP	Non	McC	Zen	V	Bos	A-K	B-L	D	B-L 30	U	3	Spi	Tim 6250	W	½	5.60	22.4	A	Tim 1250	Amc	Gem	Day	Fir	2960
§Graham Bros. DA	1265	140	33x4½*	34x5*	Dod 4	3 7/8x4½	24.0	L	PS	Non	McC	Ste	V	N-E	N-E	Dod	D	Dod 4	U	3	U-P	Own B360	S	½	5.50	22.9	A	Dod 4	Det	Dod	Kel	Kel	2960
Gramm-Pioneer 10-Sp	....	129	33x5*	33x5*	Lyc CT	3¾x5	22.5	L	PC	Non	Own	Zen	G	Con	A-L	Mun	D	Mun T2311B	U	3	Own	Sal 1483	B	¾	5.75	23.0	B	Sal	Per	Ros	Day	Fir	2370
Grass-Premier 40	1475	122	32x4½*	33x5*	Lyc CT	3¾x5	22x5	L	PC	Non	Chi	Str	V	Bos	Bos	B-L	D	B-L 30	U	3	Spi	Cla B300	B	½	5.10	28.0	A	Con 2175	Det	Lav	StM	Fir	2600
Gray O	575	120	30x3½*	32x4½*	Own O	3 5/8x4	21.0	L	...	Non	Cor	Sco	G	Wes	Wes	Own	P	Det	U	3	Sne	Tim 513	B	½	6.13	19.2	A	Tim 1100	Det	Own	Kel	Kel	1510
Hawkeye	1550	136	34x5*	34x5*	Bud WTU	3¾x5 1/16	22.5	L	PC	Non	Cor	Zen	G	Eis	Non	Ful	D	Ful TU3	U	3	.....	Cla 1D	I	D	6.25	18.7	A	Col 7005	Det	Ros	Day	Fir	3250
Independent (Iowa)J	1450	135	34x4*	34x4*	Bud WTU	3¾x5 1/8	22.5	L	PC	Non	G-C	Zen	V	Bos	Non	Ful	D	.....	U	3	Blo	Sal	...	...	5.73	.....	A	.....	G-C	Lav	StM	Fir	3480
Indiana	....	129°	34x5*	36x5*	Wau BUX	4 x5	25.6	L	PC	Non	McC	Zen	G	Bos	Bos	B&B	P	B-L 30	U	3	Pet	Tim 5511	B	½	6.11	24.9	A	Tim 1250	She	Ros	.....	Fir	3200
Internt'l "S"	....	124	32x4½*	32x4½*	Lyc-Spec	3½x5	19.6	L	PC	Non	Lon	Ens	G	Con	A-L	Mun	D	Mun	U	3	Sne	Eat	I	D	6.30	25.2	A	Tor 75	Sta	CAS	Opt	.....	2750
Kearns H	1150	118	32x4½*	32x4½*	H-S 7000	3½x5	19.6	L	PS	Non	Own	Zen	V	Bos	Dyn	B&B	....	Ful	U	3	M-E	Col 5200B	B	F	5.85	18.0	A	She D-260	She	Lav	Sch	Fir	2000
King-Zeitler	2050	134	34x4*	34x5*	Con J4	3¾x5	22.5	L	FP	Pha	Chi	Str	G	Eis	Bos‡	B-L	D	B-L 31	U	3	Pic	Tim 6258	W	½	7.20	29.4	A	Tim 1460	Mar	Gem	Bim	Fir	3750
Kissel	1585	140	34x5*	34x5*	Own	3 7/8x5½	24.1	L	SP	Non	McC	Str	V	Rem	W-G	D	W-G T38L	U	3	Spi	Tim 6258	W	...	6.2	22.8	A	Tim 1452	Mat	Jac	Std	Sch	3780
Luedinghaus	....	130	34x4½*	34x4½*	Wau X	3½x4½	19.6	L	PC	Non	Own	Zen	G	Spi	Dyn	B&B	P	D-G D-Y	U	3	.....	Wis 800G	W	½	.....	.....	A	Col 5000	.....	Lav	.....	.....	2850
§Menominee	1650	132	34x5*	34x5*	Wis SU	4x5	25.6	H	PC	Non	Per	Zen	G	Eis	Bos	B&B	P	Det KY400	U	3	Spi	Col 5200	S	½	4.58	18.3	A	Col 52000	Per	Lav	Std	Fir	2925
Moreland R-R	1875	130	34x5*	34x5*	Her OBX	4x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	B-L	D	B-L 30	U	3	Pet	Tim 5512	B	½	5.37	22.0	A	Tim 1250	U-S	Ros	....	Fir	3335

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For full name and address of manufacturer and information regarding complete line see page 43

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size §§ Front (inches)	General: Tire Size §§ Rear (inches)	Engine: Make and Model	Engine: Bore and Stroke (inches)	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System Carburetor (Make)	Engine: Fuel System Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1½ Ton—Con'd'																																	
Gramm-Pioneer 65	....	138	36x3½‡	36x5‡	Con J-4	3¾x5	22.5	L	FC	Non	Own	Str	G	N-E	N-E	Ful	D	Own	A	3	Own	Own 602-8	W	½	7.80	28.0	A	Col	Per	Ros	Bim	Fir	3860
Grass Premier 60.	1880	Opt	33x5*	32x6*	Wau Y	4 x5¼	25.6	L	PC	Opt	Chi	Str	V	Opt	Bos	B-L	D	B-L 30	U	3	Spi	Cla B360	B	½	6.28	31.3	...	Con 2175	Det	Ros	StM	Fir	3000
Guilder D.	2450	132	34x3½	34x6	Wau Y	4 x5¼	25.6	L	PC	Pie	G&O	Zen	G	Eis	Bos	B-L	D	B-L 31	U	3	M-E	Wis DD	B	½	5.50	26.0	...	Shu 5410	Mer	Ros	Van	Non	3200
G. W. W. Super.	1650	142	35x5*	35x5*	Wis SU	4 x5	25.6	H	PC	Non	Own	Zen	G	Bos	Bos	Ful	D	Ful	U	3	Dod	Cla 1D	I	D	6.00	18.0	...	Shu 350	G-C	Lav	Bim	Fir	3200
Hawkeye K.	1900	149	34x5*	38x7*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	.....	Zen	G	Eis	Bos‡	Ful	D	Ful TU3	U	4	Pic	Cla 1D	I	D	7.60	.....	A	Shu 7005	Det	Ros	Day	.....	3750
Hug TA	1295	118	34x5*	34x5*	.....	.....	.....	L	PC	Non	Per	Zen	G	Bos	Non	Ful	D	Ful SU1	U	3	Blo	Cla B-Spec	B	½	5.50	26.6	B	Col 5000	Tut	Ros	Std	Fir	2900
Independent GW.	2150	142	36x4	36x6	Con J-4	3¾x5	22.5	L	FP	Non	G&O	Zen	V	Bos	Non	Ful	D	.....	U	4	Blo	She W103	W	D	8.66	.....	...	.....	G-C	Lav	StM	Fir	3875
§Indiana 15.	....	145°	34x3½‡	34x6‡	Wau BUX	4 x5	25.6	L	PC	Non	McC	Zen	G	Eis	A-L‡	B&B	P	B-L 35	A	3	Spi	She W-1501	W	½	7.80	31.2	A	She 33FA	She	Woh	Bim	.....	4100
International 33.	....	128	36x4	36x6	Own 33	3¾x5	22.5	L	SP	Own	Own	Own	G	RBo	Non	Own	D	Own 33	A	3	Own	Own 33	I	D	8.00	32.5	A	Own 33	....	Own	Own	.....	4070
Jumbo 15-S.	....	143	36x6*	36x6*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Own	Zen	G	Eis	N-E	Ful	D	Ful LTU5	U	3	Blo	Cla B-360	B	F	6.20	25.0	...	Col 7000	S.P	Jac	.....	Fir	4170
Jumbo 15.	....	144	36x3½‡	36x5‡	Bud CTU	3¾x5¼	22.5	L	PC	Non	Own	Zen	G	N-E	N-E	Ful	D	Ful LTU5	U	3	Blo	Cla 1D	I	D	7.20	29.0	...	Col 7000	S.P	Jac	.....	Fir	4530
Kearns N.	1650	136	34x4	34x6	H-S 7000	3½x5	19.6	L	PS	Non	Own	Zen	G	Bos	Dyn	Ful	D	Ful LTU5	U	3	M-E	Tor A	I	...	7.60	30.0	A	She 33FA	She	Lav	.....	Fir	3000
Kelly-Springfield K33	2750	150	36x3½	36x6	Own 33	3⅞x5¼	24.1	L	...	Pie	Lon	Zen	G	Eis	Del	B&B	D	B-L 51	A	4	Pet	Own	W	½	7.75	41.5	...	Own	Per	Gem	StM	Non	5450
Kenworth.	....	142	36x3½‡	36x6‡	Bud GBO	4 x5¼	25.6	L	PC	Mon	Idl	Str	V	Bos	Bos†	B-L	P	B-L 35	U	4	Blo	She W-103	W	½	8.66	46.8	A	She D343	Tut	Ros	Jon	.....	4620
King Zeitler.	2375	140	34x4	34x6	Con J-4	3¾x5	22.5	L	FP	Pha	Chi	Str	G	Eis	Bos‡	B-L	D	B-L 31	U	3	Pic	Tim 6462	W	½	7.00	38.5	A	Tim 1526	Mar	Gem	Bim	Fir	4300
Kisssel.	1975	152	36x3½‡	36x6‡	Own 40000	3⅞x5½	24.1	L	SP	Pie	McC	Str	V	Eis	Rem‡	W-G	D	W-G T-38L	U	3	Spi	Tim 6462	W	½	7.80	28.5	A	Tim 1526	Mat	Jac	Pru	Std	4100
Kleiber.	2600	147	36x4‡	36x7‡	Con K4	4⅛x5¼	27.2	L	FP	Non	R-T	Str	V	RBo	Non	B-L	D	B-L 50	A	4	Spi	Tim 6460	W	½	7.75	41.5	A	Tim 1540	Bet	Ros	Smi	.....	4300
Lange 1½.	....	145	34x4	34x6	Con J4.	3¾x5	22.5	L	FP	Non	Own	Str	V	Wes	Wes	B-L	D	B-L 35	U	4	Pet	Tim 6462A	W	½	8.75	46.8	A	Tim 1526	S.P	Ros	Hoo	Opt	4600
§Larrabee XJ.	2465	168	36x6	36x6	Con 8R-6	3⅝x4½	27.3	L	PC	Opt	Fed	Zen	G	Bos	Bos	B-L	D	B-L 31	U	3	Spi	She W-1501	W	½	7.80	37.3	A	She 33FA	She	Gem	Smi	Fir	4200
Luedinghaus.	....	144°	34x3½‡	34x5‡	Wau Y	4 x5¼	25.6	L	PC	Non	Own	Zen	G	Spl	Dyn‡	B&B	P	Det	U	3	Spi	Wis 800H	W	½	.....	.....	A	Shu 510	.....	Lav	.....	.....	4500
Maccar L1	....	150	36x4‡	36x6‡	Wis TAU	4 x6	25.6	L	PC	Pie	Own	Zen	V	Eis	Bos‡	B-L	D	B-L 35	U	4	Spi	Tim 6460	W	½	8.75	46.8	A	Tim 1522	Mer	Ros	Day	.....	4900
§Mack AB.	3000	Opt	36x4*	36x3½‡	Own AB	4 x5	25.6	L	SP	Own	Own	Zen	G	Spl	L-N‡	Own	B	Own AB	U	4	Spi	Own AB	C	½	*6.99	37.8*	B	Own AB	Mer	Own	AB	.....	5100
Mack AB.	3450	Opt	36x4*	36x3½‡	Own AB	4 x5	25.6	L	SP	Own	Own	Zen	G	Spl	L-N‡	Own	B	Own AB	U	4	Spi	Own AB	R	F	*7.60	36.8*	B	Own AB	Mer	Own	AB	.....	5300
§Mason Road King.	1495	130	34x5*	33x5*	Her 0	4 x5	25.6	L	PC	Non	Fed	Zen	G	A-L	A-L	B&B	D	W-G Spec	A	3	Spi	Fli Spec	B	F	5.50	19.3	...	Fli Spec	Arm	Lav	Bud	Fir	3320
Master 21.	....	142	34x4	34x6	Bud GBU	4 x5¼	25.6	L	PC	Pie	Thi	Zen	V	Eis	Non	Ful	B	Ful LTU8	U	3	Spi	Tim 6460	W	½	Opt	Opt	A	She 550	Det	Ros	Pru	.....	4300
§Maxwell 25.	....	124	35x5*	35x5*	Own 25	3⅝x4½	21.0	L	PC	Non	Own	Ste	G	A-K	Rem	Own	P	Own 25	U	3	Own	Own 25	W	½	7.25	34.4	A	Own 25	....	Own	Kel	Fir	2385
Menominee H.	2475	144	36x3½‡	36x5‡	Wis SU	4 x5	25.6	H	PC	Mon	Own	Zen	V	Eis	Bos	Det	D	Cot AAU	U	3	Spi	Wis 800H	W	½	8.25	30.3	A	Shu 510	Tut	Ros	Std	Fir	4220
Moreland BX.	2275	132	36x3½‡	36x6‡	Her OBX	4 x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	B-L	D	B-L 30	U	3	Pet	Tim 6461	W	½	7.00	28.0	A	Tim 1452	U.S	Ros	Smi	.....	4125
Nelson-LeMoon G-2.	....	Opt	36x4	36x6	Con K-4	4⅛x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos	Bos‡	B-L	D	B-L 35	U	3	Own	Tim 6460	W	½	7.00	.....	A	Tim 1520	Tut	Ros	StM	Gdy	3400
§Noble A-21.	2200	144	34x5*	36x6*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Chi	Zen	V	Eis	Bos	Ful	D	Ful LTU5	U	3	Blo	She 1501	W	½	6.50	26.0	R	She 33FA	....	Ros	Bim	Fir	3800
O. K.	1750	149	36x3½	36x5	Bud CTU	3¾x5¼	22.5	L	PC	Non	Own	Zen	V	Eis	Non	Ful	D	Ful LTU3	U	3	Har	Wis 800H	W	½	9.33	.....	...	Shu 510	Tut	Ros	Bim	Gdy	4100
Ogden D2.	....	136	36x3½	36x5	Con J-4	3¾x5	22.5	L	FP	Pha	Chi	Zen	V	Spl	Bos	B-L	D	B-L	U	3	Pic	Tim 6462	W	½	7.75	25.8	A	Tim	Tut	Ros	Std	Non	3400
Parker E-24.	2150	140°	34x3½	34x6	Wis SU	4 x5	25.6	H	PC	Non	Own	Str	V	Wes	Wes	Ful	D	Ful SU2	U	3	Blo	Wis 800-HA	W	½	7.25	29.8	A	Con 2001	Tut	Lav	Bim	Non	3700
Power.	....	136	35x5	35x5	Hin	3¾x5¼	22.5	L	PC	Non	Mod	Str	V	Eis	Wes	B-L	D	B-L 31	U	3	Pet	Tim 6460	W	½	5.00	.....	...	Tim 1520	Pen	Ros	StM	Fir	3250
Rainier R36.	2590	147	34x3½‡	34x5‡	Con J-4	3¾x5	22.5	L	FP	Pie	E-M	Zen	V	Eis	Del‡	B-L	D	B-L 30	U	3	Spi	Tim 6460	W	½	7.75	25.8	A	Tim 1520	Per	Ros	Jon	.....	2900
Republic 10F	....	140	34x4	34x5	Lyc K	3¾x5	22.5	L	PC	Non	Own	Str	V	Bos	Bos	Ful	D	Ful	U	3	Spi	Tor	I	D	6.28	25.0	A	Tor	Mot	Jac	Nor	Fir	3400
§Ruggles 21.	....	150	30x5*	32x6*	Own	4 x5	25.6	L	...	Non	Per	.....	G	Rem	Rem	B-L	D	B-L 30	U	3	Spi	Col 52000	S	¾	.....	.....	...	Col 5000	.....	Jax	Nor	Fir	3000
§Rumely A.	2150	144	36x3½‡	36x5‡	Bud CTU	3¾x5¼	22.5	L	PC	Pie	Mod	Str	G	Eis	Bos‡	Ful	D	Ful LTU 5	U	3	Blo	She 1501W	W	½	7.80	.....	A	Shu 510	.....	Gem	.....	.....	4050
Sandow.	1895	138	34x4	34x6	Bud WTU	3¼x5½	16.9	L	PS	Non	Chi	Str	V	Eis	Non	Ful	D	Ful TU¾	U	3	Spi	She 1501W	W	½	7.75	.....	...	.....	.....	Ros	Opt	Fir	3595
Sanford W-15	....	140	36x6	36x6	Con M	3¾x5	22.5	L	PS	Non	R-T	Str	V	Con	Dyn‡	B-L	D	B-L 30	U	3	Spi	She 1501	W	½	6.50	26.6	A	She 33FA	She	Ros	Hoo	Fir	5170
Schacht H.	2500	144	36x3½‡	36x7‡	Wis SU	4 x5	25.6	H	PC	Non	Own	Zen	V	.....	Non	Ful	D	Ful GU7	U	4	Blo	Wis 60D	R	½	7.00	33.6	A	Shu 510	She	Ros	.....	.....	4400
Selden 30.	....	137	34x3½‡	34x5‡	Con J-4	3¾x5	22.5	L	FP	Non	Lon	Str	G	Eis	N-E‡	B-L	D	B-L 30	U	3	Spi	Tim 6460	W	½	7.00	23.3	A	Tim 1.52	Per	Lav	Arc	.....	4250
Service 33.	....	146	34x3½‡	34x6‡	Bud GBU-1	4 x5¼	25.6	L	PC	Non	McC	Str	V	Eis	Rem‡	B&B	P	B-L 35	A	4	Spi	Tim 6352	W	½	7.20	38.5	A	Shu 350	She	Ros	Int	.....	4695
Service 25C.	....	Opt	30x5*	32x6	Bud WTU	3¾x5½	22.5	L	PC	Non	Lon	Zen	V	Eis	Non	B-L	P	B-L 30	U	3	Blo	Eat 1500	B	½	6.1	23.0	A	Shu 312	She	Ros	Bim	Fir	3650
Signal H.	....	146	34x4	36x6	Con K-4	4⅛x5¼	27.2	L	FP	Sim	R-T	Str	G	Eis	Non	B-L	D	B-L 35	A	4	Spi	Tim 6352	W	½	7.75	31.0	A	Tim 1452	She	Ros	StM	.....	4760
Standard 1½K.	....	144	34x3½*	34x5*	Con J-4	3¾x5	22.5	L	PS	Sim	Lon	Str	V	Eis	Bos‡	B-L	D	B-L 30	U	3	Spi	Tim 6352	W	½	7.20	31.3	A	Tim 1452	Amc	Ros	.....	.....	3466
Sterling.	....	142	36x3½	36x5	Own	4 x5¾	25.6	L	PC	Wau	Own	Zen	V	Eis	Non	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	6.50	34.8	A	Tim 1460	Mat	Ros	Hoo	Non	4700
Stewart 17	1595	145	34x5*	34x5*	Lyc C	3¾x5	25.6	L	PC	Non	Own	Zen	G	Rem	Rem	Ful	D	Ful LTU4	U	3	Spi	Cla 1-D	B	¾	6.28	25.1	B	Col 7003	Det	.....	.....	Fir	3200
Stoughton B.	2150	140	36x3½	36x5	Wau BUX	3¾x5¼	22.5	L	PS	Wau	Own	Str	G	Eis	Dyn‡	B-L	D	B-L 30	U	3	The	She W1501	W	½	7.80	32.0	A	She 33FA	Own	Ros	Bim	Gdy	3800
Stoughton BJ.	1550	140	34x5*	34x5	Wau BUX	3¾x5¼	22.5	H	PS	Non	Chi	Zen	V	Rem	Rem	B-L	D	B-L 30	U	3	The	Col 52003	B	¾	5.87	24.0	A	Col 5058	Own	Ros	Bim	Gdy	3250
Traffic.	1750	128	35x5*	35x5*	Con N-4	3¾x5	22.5	L	FP	Non	Own	Car	G	Bos	G-D	Cov	D	Cov MUNC	U	3	The	Rus 34-I	I	D	6.15	22.5	A	Own	Det	Own	Day	Fir	3400
Transport 26.	....	140	34x3½‡	34x5‡	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Mod	Zen	G	Eis	Rem‡	Ful	D	Ful SU-1	U	3	Har	Cla I-D	I	D	7.25	29.0	A	Col 7000	Det	Jac	Mot	.....	3800
Traylor B.	2390	140	34x3½*	34x6*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	G&O	Zen	G	Spl	Wes†	Cov	D	Cov MUSC	U	3	M-E	She W-1501	W	½	7.80	28.0	A	She 33FA	Mer	Ros	Sch	.....	4300
§Triangle A.	1985	144	34x3½*	34x6*	Wau BUX	3¾x5¼	22.5	L	PC	Wau	Per	Str	G	Eis	Eis‡	Ful	D	Ful LTU5	U	3	U-P	Cla 1-D	I	D	7.25	29.0	B	Col 7007	Det	Gem	Roy	Fir	3750
Union E.	....	150	34x7*	34x7*	Con 6M	3⅞x5½	18.2	L	PC	Dup	G&O	Zen	G	Bos	Bos	Ful	D	Ful GU-7	U	4	Blo	Cla B360	S	...	.....	.....	B	Shu 5410	Mat	Jax	Ind	Fir	4420
§United 30.	....	148	34x5*	34x5*	Her 0	4 x5	25.6	L	PC	Non	Per	Zen	G	Bos	Bos	B-L	D	B-L 30	U	3	Spi	Col 52000	B	F	5.00	20.8	A	Shu 310	Det	Lav	.....	Fir	2940
§U S. N.	....	144	36x3½*	36x6*	Bud	3¾x5	22.5	L	PS	Non	Lon	Str	V	Bos	Bos‡	Ful	D	Ful LTU4	U	3	Opt	Cla I-D	I	D	7.60	25.3	A	Shu 350	She	Lav	Sch	.....	3800
Wachusett J.	2800	148	36x6	36x6	Con J4	3¾x5	22.5	L	FP	Non	G&O	Zen	V	Bos	Bos	B-L	D	B-L 35	U	4	Har	Tim 6352	W	¾	7.20	38.5	...	Tim 1452	Sav	Ros	Smi	Fir	3300
Walker-Johnson L.	2500	137	34x5*	36x6*	Hin 300	3¾x5¼	22.5	L	PC	Hin	Bus	Zen	V	Bos	Bos	Ful	D	Ful LTU4	U	3	Spi	Tim 6352	W	½	7.20	26.0	A	Shu 350	S.P	Ros	Arc	Fir	3600
Wilcox BB.	2550	135	36x4	36x5†	Own BD	4¼x5	28.9	L	SP	Dup	.....	Str	G	Bos	Wes	Own	D	Own Q	A	4	Own	Wal 2A	R	½	8.25	29.9	B	Shu 550	She	Own	.....	Non	4600
Wisconsin B.	1850	136	33x5	32x6	Wau Y	4 x5¼	25.6	L	PC	Pha	Chi	Str	V	Opt	Bos	B-L	D	B-L 31	U	3	Spi	Tim 5511	W	½	6.25	31.5	A	Tim	Det	Ros	Bim	Gdy	3200
Witt-Will N.	2450	144	36x3½	36x6	Con C-4	4⅛x5¼	27.2	L	PC	Pie	Own	Zen	G	Eis	Non	B-L	D	B-L 35	U	3	Spi	Tim 6460	W	½	7.00	30.3	A	Tim 1520	She	Ros	Arc	Fir	4000
2 Ton																																	
Acason K-2.	2890	166	36x4	36x8	Wau Y	4x5¼	25.6	L	PC	Non	.....	Zen	V	Bos	Non	Ful	D	Ful	U	3	.....	Tim 6460	W	½	.....	.....	...	.....	.....	Ros	Smi	Non	....
Acme 40.	....	141	34x3½‡	34x5‡	Con J4	3¾x5	22.5	L	FP	Dup	G&O	Zen	V	Eis	Del‡	B&B	P	Cot AAU	U	3	Blo	Tim 6460	W	½	8.75	35.0	A	Tim 1520	Det	Ros	Bim	.....	3980
Acme 40-L.	....	147	34x3½‡	34x5‡	Con K-4	4⅛x5¼	27.2	L	FP	Dup	G&O	Zen	V	Eis	Del‡	B&B	P	Cot RU	U	4	Blo	Tim 6460	W	½	7.00	36.4	A	Tim 1520	Det	Ros	Bim	.....	4583
Autocar F.	2200	97	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N†	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3800
Autocar F.					Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N†	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Autocar F.					Own 3	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N†	Own	P	Own F	A	3	Spi	Own F	R	F	7.72	46.3	A	Own F	Del	Ros	Hoo	.....	5500

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For full name and address of manufacturer and information regarding complete line see page 43

Trade Name and Model	General				Engine									Electrical System		Clutch		Gearset			Universals (Make)	Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size §§ Front (inches)	Tire Size §§ Rear (inches)	Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
2½ Ton																																
Acme 60	....	152	36x4‡	36x7‡	Con K-4	4 1/8x5 1/4	27.2	L	FP	Dup	G&O	Zen	V	Eis	Del ‡	B&B	P	Cot RU	U	4	Blo	Tim 6560	W	F	9.25	48.1	A	Tim 154 OB	Det	Ros	Bim	.....	4830
Acorn 50	3250	156	36x4‡	36x8‡	Bud ETU	4 1/4x5 1/2	28.9	L	PC	McK	Chi	Zen	G	RBo	Non	B-L	D	B-L 51	S	4	Spi	Tim 6560	W	....	....	....	A	Tim 1542	....	Ros	Pru	.....	5500
Amer.-La France 2R	3950	Opt	36x4‡	36x7†	Own 2R	4 1/4 x6	28.9	L	PC	Own	Bus	Zen	V	Spl	Wes‡	Own	D	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.8	B	Own 2R	Mer	....	Day	.....	6600
§Armleder HWB	3150	Opt	36x4	36x4†	Bud HTU	4 1/4 x5 1/2	28.9	L	PC	Pha	Lon	Zen	G	Bos	Wes	B-L	D	B-L 50	U	4	Spi	Tim 6560	W	F	9.25	49.5	A	Tim 1548B	Mat	Ros	StM	.....	5000
§Armleder HWC	3150	Opt	36x4	36x4†	Con C-4	4 1/8x5 1/4	27.2	L	FP	Pha	Lon	Zen	G	Bos	Non	B-L	D	B-L 50	U	4	Spi	Tim 6560	W	F	9.25	49.5	A	Tim 1548B	Mat	Ros	StM	.....	5000
Atterbury 22C	3375	156	36x4‡	36x4†	Con K-4	4 1/8x5 1/4	27.2	L	PF	Pie	Own	Zen	V	Eis	Del‡	B-L	D	B-L 51	A	4	Spi	Tim 6560	W	F	9.25	49.4	A	Tim 1542B	S.P	Gem	Arc	Fir	5670
Atterbury 22C	3475	180	36x4‡	36x4†	Con K-4	4 1/8x5 1/4	27.2	L	FP	Pie	Own	Zen	V	Eis	Del‡	B-L	D	B-L 51	A	4	Spi	Tim 6560	W	F	9.25	49.4	A	Tim 1542B	S.P	Gem	Arc	Fir	5870
Autocar H	3450	114	34x5‡	36x8	Own H	4x5 1/2	25.6	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	.....	5500
Autocar K	3550	138	34x5‡	36x8	Own H	4 x5 1/2	25.6	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	.....	5600
Available JH-2½	3160	152	36x4‡	36x8‡	Her O	4 x5	25.6	L	PC	Pie	Chi	Zen	V	Bos	Bos‡	B-L	D	B-L 35	A	4	M-E	Tim 6560	W	F	8.50	40.3	A	Tim	Tut	Ros	Scn	.....	5200
Bessemer J2	....	158	36x4	36x4†	Hin HA500	4 1/4 x5 1/2	28.9	L	PC	Pie	Stn	Zen	G	Bos	Eis†	B&B	P	B-L 50	A	4	Blo	Wis	R	1/2	....	.....	A	Shu 510	Per	Ros	Sch	Fir	4800
Bethlehem L	....	145	36x4	36x8	Own H	4 x5 1/4	25.6	L	PC	Pie	Bus	Zen	V	Bos	G&D	Ful	D	Ful GU7	U	4	Spi	Wis 88E	R	1/2	8.80	.....	A	She D43	Mat	Lav	Smi	Fir	4950
Betz D-3	2985	160	36x4	36x8	Own D-3	4 1/4 x5 1/2	28.9	L	...	Mon	Chi	Zen	G	Bos	Non	B-L	D	B-L 35	U	4	Pet	Tim 6560	W	F	....	.....	...	Tim 1540B	Mar	Ros	Std	.....	5250
Bridgeport B	2990	155	36x4‡	36x8‡	Bud ETU	4 1/4 x5 1/2	28.9	L	PC	Non	G&O	Zen	V	Eis	Bos	B-L	D	B-L 50	U	4	Spi	Tim 6560	W	F	....	.....	A	She	....	Jon	Ros	.....	5800
Brinton D	2975	150	36x4	36x8	Con C-4	4 1/8x5 1/4	27.2	L	FP	Pie	Chi	Str	G	Bos	Non	B-L	D	B-L	U	3	Spi	.....	W	F	33.6	.....	...	.....	Tut	Ros	Smi	.....	4900
Brockway K	....	153	36x4‡	36x8‡	Con K-4	4 1/8x5 1/4	27.2	L	FP	Pha	Bus	Str	V	Eis	L-N‡	B-L	D	B-L 35	A	4	Spi	Tim 6566	W	F	7.75	41.5	A	Tim 1544	Row	Gem	.....	.....	5260
§Chicago 25	....	158	36x4‡	36x8‡	Her O	4 x5	25.6	L	PC	Dup	Bre	Zen	G	Bos	Non	B-L	D	B-L 35	U	4	Pet	Tim	R	F	8.45	41.9	...	Tim 1544	Mat	Gem	StM	Fir	5200
Columbia G	2450	148	36x4	36x10	Hin 400	4 x5 1/4	25.6	L	PC	Hin	Lon	Str	V	Spl	Bos	Det	D	D-G	A	4	Spi	Vul	W	F	9.50	.....	...	Shu	Det	Own	StM	Non	4400
Clydesdale 8	....	156	36x4	36x7	Con K-4	4 1/8x5 1/4	27.2	L	FP	Own	Own	Zen	V	Bos	Bos	B-L	D	B-L 35	A	4	Spi	Tim 6460	W	1/2	7.75	41.5	A	Tim 1542	Std	Ros	....	Non	....
Commerce 25B	....	156	36x6‡	40x8‡	Con K-4	4 1/8x5 1/4	27.2	L	FP	Non	Lon	Zen	V	Eis	Bij	B-L	D	B-L 51	A	4	U-M	Tim 6566	W	F	7.75	41.4	A	Tim 1526	Amc	Ros	Mot	Fir	5200
Concord J	....	150	36x4‡	36x4†	Bud EBU	4 1/4 x5 1/2	28.9	L	PC	Pie	Own	Zen	V	Eis	Opt‡	B-L	D	B-L 50	U	4	Spi	Tim 6560	W	F	9.25	49.4	A	Tim 1544	....	Ros	Arc	Fir	5400
Corbitt B	3000	152	36x4‡	36x8‡	Con K-4	4 1/8x5 1/4	27.2	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-L 50	U	4	Spi	She W-21	W	1/2	10.3	55.1	A	She 3FA10	She	Ros	Bim	Fir	5325
Day-Elder DN	....	144	36x4‡	36x7‡	Con K-4	4 1/8x5 1/4	27.2	L	FP	Mon	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 35	U	4	Spi	Tim 6566	W	F	8.50	45.1	A	Col 7018	She	Gem	Van	Fir	5100
Diamond-T U2	....	160	36x4‡	36x8†	Hin 1400	4x5 1/4	25.6	L	FP	Own	G&O	Str	V	Bos	Non	Cov	D	Cov RU4C	U	4	Spi	Tim 6560	W	F	7.90	36.8	A	Tim 1544B	Mat	Gem	.....	.....	5250
Dixon C	3250	154	36x4	36x8	Con K-4	4 1/8x5 1/4	27.2	L	FP	Pie	G&O	Zen	G	Bos	Non	Ful	D	Ful GU-8	U	4	Har	Tim 6460	W	F	Opt	Opt	A	Tim 1520	S.P	Ros	Smi	Non	5800
D-Olt C	2850	168	36x5	36x4†	Mid 402	4 1/8x5 1/4	27.2	H	...	Dup	Own	Zen	G	RBo	Non	B-L	D	B-L 35	A	3	Spi	Tim 6560	W	...	8.50	.....	...	Tim 1540	S.P	Ros	Day	Fir	5750
Duplex AC	....	160	34x5‡	36x8	Hin 400	4 x5 1/4	25.6	L	PC	Opt	Mod	Str	V	Eis	Non	B-L	D	B-L 50	U	4	Pet	Vul 4	W	F	8.50	45.4	A	Vul 4	Pen	Ros	Mot	Fir	5500
Federal U2	....	157	36x4‡	36x8	Con K-4	4 1/8x5 1/4	27.2	L	FP	Pha	Own	Zen	V	Eis	Rem	B&B	D	D-G	A	4	Spi	Tim 6560	W	F	7.45	45.6	A	Own	....	Gem	Smi	Fir	5300
Garford 50	....	156	36x4‡	36x8‡	Bud EBU	4 1/4 x5 1/2	28.9	L	PC	Sim	Own	Zen	G	Spl	A-K‡	Own	D	Own 70H	A	8	Spi	Tim 6566	W	F	8.50	41.2	A	Tim 1542B	Per	Ros	Smi	.....	5900
§Gary J	3250	148	36x4‡	36x8	Bud EBU	4 1/4 x5 1/2	28.9	L	PC	McC	Chi	Mas	V	Eis	Wes†	Ful	D	.....	U	4	Spi	Tim 6560	W	F	8.50	41.0	A	Tim 1542	Mar	Ros	StM	Gdy	5500
G.M.C. K-41A	....	146	36x4‡	36x7‡	Own 41	4 x5 1/2	25.6	L	FP	Own	Own	Mar	G	Sim	Rem‡	Own	D	Own 41	U	7	Own	Tim 6560	W	F	7.25	49.1	A	Tim 1542B	.....	.....	Own	Day	5535
G.M.C. K-41B	....	158	36x4‡	36x7‡	Own 41	4 x5 1/2	25.6	L	FP	Own	Own	Mar	G	Sim	Rem‡	Own	D	Own 41	U	7	Own	Tim 6560	W	F	7.25	49.1	A	Tim 1542B	.....	.....	Own	Day	5695
G.M.C. K-41C	....	191 1/2	36x4‡	36x7‡	Own 41	4 x5 1/2	25.6	L	FP	Own	Own	Mar	G	Sim	Rem‡	Own	D	Own 41	U	7	Own	Tim 6560	W	F	7.25	49.1	A	Tim 1542B	.....	.....	Own	Day	5770
Gramm-Pioneer 125	....	144	36x4‡	36x7‡	Con K-4	4 1/8x5 1/4	27.2	L	FP	Sim	Own	Str	G	N-E	N-E	Ful	D	Own 125	A	4	Own	She	W	1/2	7.70	36.7	...	Col	Per	Ros	Bim	.....	4910
Grass-Premier 80	3000	Opt	36x5‡	36x10‡	Wau CU	4 3/8x5 3/4	30.6	L	PC	Wau	Non	Str	V	Opt	Bos	B-L	D	B-L 51	A	4	Spi	Tim 6560	W	F	8.25	46.0	...	Con	Det	Ros	StM	.....	5400
Harvey WFB	2950	160	36x4	36x8	Bud ETU	4 1/4 x5 1/2	28.9	L	PC	McC	Own	Str	G	Eis	Non	Ful	D	B-L 50	A	4	Spi	She W-21	W	1/2	7.75	37.5	A	She D-370	Bea	Ros	Smi	Non	6800
Independent HW	2940	150	36x4	36x7	Con K-4	4 1/8x5 1/4	27.2	L	FP	Non	Chi	Zen	V	Bos	Non	Ful	D	.....	A	4	Blo	She W-21	W	1/2	8.75	.....	...	.....	Tut	Lav	StM	Non	4950
§Indiana 26	....	159	36x4‡	36x8†	Own 38	4 1/8x5 1/2	27.2	L	PC	Pie	McC	Zen	G	Eis	Rem‡	B&B	P	B-L 51	A	4	Spi	She W-21	W	1/2	7.75	41.3	A	She D-370	She	Woh	Bim	.....	6150
Jumbo 25	....	152	36x4‡	36x8‡	Bud HU	4 1/4 x5 1/2	28.9	L	PC	Sim	Own	Zen	V	Eis	Non	Ful	D	Ful GU7	U	4	Blo	Cla 2-D	I	D	9.00	43.5	...	Shu 510	S.P	Jac	.....	Fir	5190
Kankakee H	....	.....	36x5	36x8	Con K-4	4 1/8x5 1/4	27.2	L	FP	Non	.....	Zen	G	Bos	Bos	Ful	D	Ful GU	A	4	U-M	Wis 900C	W	1/2	8.66	.....	...	Shu 550	Tem	Ros	Bim	Fir	....
Kelly Spr'gf'ld K380	....	150	36x4	36x4‡	Own 380	3 7/8x5 1/4	24.1	L	...	Pie	Lon	Zen	G	Eis	Opt	B&B	P	B-L 51	A	4	Pet	Own 380	W	1/2	9.25	49.5	...	Own 380	Per	Gem	St M	.....	5300
Kelly Spr'gfie'd K-39	....	150	36x4	36x4‡	Own 39	3 7/8x5 1/4	24.1	L	...	Pie	Lon	Zen	G	Eis	Del	B&B	P	B-L 51	A	4	Pet	Cla 2H	I	D	9.00	48.1	...	Own 39	Per	Gem	Cla	Fir	5900
Kelly-SpringfieldK75	3600	154	36x5‡	36x10‡	Con L5	4 1/4 x5 1/2	28.9	L	FP	Pie	Lon	Zen	G	Eis	Opt	B&B	P	B-L 55	A	4	Pet	Cla 2H	I	D	8.00	42.8	A	Own	Mat	Ros	Cla	.....	6300
Kelly-Springfield K76	3600	154	36x5‡	36x10‡	Con L5	4 1/4 x5 1/2	28.9	L	FP	Pie	Lon	Zen	G	Eis	Opt	B&B	P	B-L 55	A	4	Pet	Own	W	1/2	7.60	40.5	A	Own	Mat	Ros	StM	.....	6400
Kenworth K-S	....	160	36x4‡	36x8‡	Bud EBU	4 1/4 x5 1/2	28.9	L	PC	Non	Idl	Str	V	Bos	Bos†	B&B	P	Cot RU	U	4	Blo	She W-21	W	1/2	8.75	45.2	A	She D-370	Tut	Ros	Smi	.....	6300
Kimball AC	3960	Opt	36x5‡	36x10	Wis UAU	4 1/4 x6	28.9	L	PC	Non	Fle	Zen	V	Spl	Spl‡	B-L	D	B-L 50	A	4	Pet	Tim 6560	W	F	7.75	41.4	A	Tim 1542	U.S	Ros	Smi	Fir	6000
King Zeitler	2875	156	36x5	36x8	Con K4	4 1/8x5 1/4	27.2	L	FP	Pha	Chi	Str	G	Eis	Bos‡	B-L	D	B-L 51	A	4	Pic	Tim 6566	W	F	9.25	49.4	A	Tim 1544B	Mar	Gem	Bim	Fir	5400
Kissel	2875	168	36x4	36x8‡	Own 50000	4 1/4 x5 1/2	28.9	L	SP	Pie	McC	Str	V	Eis	Rem‡	W-G	D	W-G-T53	A	4	Spi	.....	W	F	8.50	42.5	...	.....	Mat	Jac	Pru	Std	5100
Kleiber	3850	163	36x5‡	36x10‡	Con L4	4 1/2 x5 1/2	32.4	L	FP	Non	R-T	Str	V	RBo	Bos‡	B-L	D	B-L 51	A	4	Spi	Tim 6560	W	F	7.75	41.5	A	Tim 1544	Bet	Ros	Smi	.....	6500
Krebs K45	....	140	36x4‡	36x7‡	Con K4	4 1/8x5 1/4	27.2	L	FP	Own	Own	Zen	D	Bos	Bos	B-L	D	B-L 35	A	4	Spi	Tim 6460	W	1/2	7.75	42.0	A	Tim 1544B	Mat	Ros	Smi	Fir	4730
Lange E	3450	153	36x4‡	36x7‡	Con K-4	4 1/8x5 1/4	27.2	L	FP	Non	Own	Str	V	Apo	Non	B-L	D	B-L 51	A	4	Pet	Tim 6566	W	F	9.25	49.5	A	Tim 1544B	S.P	Ros	Hoo	Opt	5200
§Larrabee K-5	3550	176	36x4‡	36x8‡	Con L-4	4 1/2 x5 1/2	32.4	L	FP	Pha	R-T	Zen	G	Bos	Non	B-L	D	B-L 51	A	4	Spi	She W-22	W	1/2	7.75	47.0	A	She D-370	She	Ros	Smi	.....	5700
Luedinghaus	....	145°	36x4‡	36x8‡	Wau RU4R	4 1/4 x4 3/4	28.9	L	PC	Non	Own	Zen	...	Spl	Non	B&B	P	D-G	U	4	.....	Tim	W	F	....	.....	A	Shu 510	.....	Lav	.....	.....	4900
§Mack AB	3400	146 1/2	36x4‡	36x4†	Own AB	4 1/4 x5	28.9	L	SP	Own	Own	Zen	G	Spl	L-N‡	Own	D	Own AB	U	4	Spi	Own AB	C	D	8.98	33.5	B	Own AB	Mer	Own	.....	.....	5400
§Mack AB	3850	146 1/2	36x4‡	36x4†	Own AB	4 1/4 x5	28.9	L	SP	Own	Own	Zen	G	Spl	L-N‡	Own	D	Own AB	U	4	Spi	Own AB	R	F	9.25	44.9	B	Own AB	Mer	Own	.....	.....	5600
Master 41	....	154	34x4	36x8	Bud EBU	4 1/4 x5 1/2	28.9	L	PC	Pie	Chi	Zen	V	Eis	Non	Ful	D	Ful	U	4	Spi	Tim 6560	W	F	Opt	Opt	A	Tim	Det	Ros	Pru	Non	5700
National T	....	152	36x5‡	36x10‡	Wau CU	4 3/8x5 3/4	30.6	L	PC	Wau	Bus	Zen	G	Eis	Non	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.5	A	Tim 1544B	Mat	Ros	Van	.....	6500
Nelson & LeMoon	....	Opt	36x4	36x7	Con K-4	4 1/8x5 1/4	27.2	L	FP	Pha	Chi	Str	G	Bos	Bos‡	B-L	D	B-L 50	U	3	Own	Tim 6566	B	F	7.70	.....	A	Tim 1542	.....	Ros	StM	Gdy	4100
Netco HL	3500	168	36x4‡	36x8‡	Con L-4	4 1/2 x5 1/2	32.4	L	FP	Pha	E-M	Zen	V	Eis	Non	B-L	D	B-L 55	A	4	Spi	Tim 6560	W	F	7.75	41.4	A	Tim 1542B	Mat	Gem	Arc	Opt	5750
Noble D-51	3350	162	36x4‡	36x10	Bud ETU	4 1/4 x5 1/2	27.2	L	PC	Pie	Chi	Str	V	Eis	Bos‡	Ful	D	Ful G-7	A	4	Blo	She W21	W	1/2	8.75	42.0	A	She V 370	Tut	Lav	Bim	Fir	5750
Ogden E2	....	160	36x4	36x8	Con K-4	4 1/8x5 1/4	27.2	L	FP	Pha	Chi	Zen	G	Spl	Bos	B-L	D	B-L 51	U	3	Pic	Tim	W	F	7.75	26.0	A	Tim	Tut	Ros	Std	Non	5600
O.K. A	3250	150	36x4	36x8	Bud ETU	4 1/4 x5 1/2	28.9	L	PC	Pie	R-T	Zen	V	Eis	.....	Ful	D	Ful GU7	U	4	Har	Tim 6560	W	F	9.25	.....	...	Shu 550	Tut	Ros	Bim	Gdy	5350
Old Reliable B	3500	Opt	34x4	36x4†	Wis EAU	4 1/4 x6	28.9	L	PC	Pha	Chi	Str	V	Bos	Bos †	Ful	D	Ful G	A	4	Pet	She W-21	W	1/2	8.75	42.0	A	She D-370	She	Ros	Sch	Non	6000
Olympic J	3200	158	36x4	36x7	Bud EBU	4 1/4 x5 1/2	28.9	L	PC	Non	Lon	Zen	V	Eis	Opt‡	B-L	D	B-L 50	U	4	Spi	Tim 6560	W	1/2	7.75	37.5	A	Tim 1542B	Lig	Ros	StM	Opt	4985
Oneida C	3200	160	36x4‡	36x7‡	Hin 400	4 x5 1/4	25.6	L	PC	Han	Mod	Str	V	Apo	Bos†	Ful	D	Ful LT	A	4	Pet	Wis 900C	W	1/2	8.60	41.6	A	Shu 550	Mat	Row	Pru	.....	5700
Oshkosh BO	3875	146	48x8*	48x8*	Her CU-3	4 x5 1/4	25.6	L	FP	Dup	Own	Str	V	N-E	N-E	B-L	D	B-L 50	U	4	Pet	Own BO	B	F	8.00	43.0	B	Own BO	Tut	Ros	Roy	Fir	5400
Oshkosh BBO	3975	165	48x8*	48x8*	Her CU-3	4 x5 1/4	25.6	L	FP	Dup	Own	Str	V	N-E	N-E	B-L	D	B-L 50	U	4	Pet	Own BBO	B	F	8.00	43.0	B	Own BBO	Tut	Ros	Roy	Fir	5800

					Wis UAU	4 1/4 x6	28.9	L	PC	Pie	Own	Str	V	Eis	Wes	Ful	D	Ful G-7	A	4	Blo	Own G24	W	F	7.75	37.2	B	Shu 510	Tut	Ros	Bim	Non	5600
																			U	4	Pet	Vul R-4	W	F	7.75	37.2	...	Vul F3	Row	Ros	StM	Fir	5300
																		B-L 51	A	4	Pet		S.P	Ros	Jon	.....	5500

Parker G-24	3450	150°	36x4	36x8	Wis UAU	4¼x6	28.9	L	PC	Pie	Own	Str	V	Eis	Wes	Ful	D	Ful G-7	A	4	Blo	Own G24	W	F	7.75	37.2	B	Shu 510	Tut	Ros	Bim	Non	5600
Power F.	....	150	36x6*	36x8‡	Hin HA400	4 x5¼	25.6	L	PC	Hin	Mod	Str	V	Eis	Wes	B-L	D	B-L 51	U	4	Pet	Vul R-4	W	F	7.75	37.2	...	Vul F3	Row	Ros	StM	Fir	5300
Rainier R-20	3550	165	36x4‡	36x8‡	Con K-4	4⅛x5¼	27.2	L	FP	Pie	E&M	Zen	V	Eis	Del‡	B-L	D	B-L 50	A	4	Spi	Tim 6560	W	F	8.50	45.4	A	Tim 1544B	S.P	Ros	Jon	....	5500
Rainier R-20	3650	177	36x4‡	36x8‡	Con K-4	4⅛x5¼	27.2	L	FP	Pie	E&M	Zen	V	Eis	Del‡	B-L	D	B-L 50	A	4	Spi	Tim 6560	W	F	8.50	45.4	A	Tim 1544B	S.P	Ros	Jon	....	5650
Rowe CDW	3575	143	34x4	36x8	Wis TAU	4 x6	25.6	L	PC	Han	Bus	Zen	V	Bos	Opt‡	B-L	D	B-L 51	U	4	Spi	She W-21	W	½	8.75	31.0	A	She D-370	She	Ros	Hoo	Non	5900
§Ruggles 40-H	....	148	36x4‡	36x8	Own 40H	4 x5	25.6	L	FP	Non	Per	Zen	G	Bos	Rem‡	B-L	D	B-L 35	U	4	Spi	Wis 88E	R	½	7.85	42.0	A	Col 8500	Det	Jac	Nor	Fir	4850
Sandow	....	165	....	....	Bud ETU	4¼x5½	28.9	L	PC	Mon	Chi	Str	G	Bos	Non	B-L	D	B-L 35	U	4	Spi	Tim 6560	W	F	9.25	37.0	...	Tim 1540B	....	Ros	....	....	4600
Sanford W25A	....	156	36x4	36x4†	Con C-4	4⅛x5¼	27.2	L	FP	Pie	McC	Str	G	Eis	Non	B-B	P	B-L 35	A	4	Spi	She 21	W	½	8.70	34.8	A	She D370	She	Ros	Hoo	Fir	4290
Sanford W25B	....	174	36x4	36x4†	Con C-4	4⅛x5¼	27.2	L	FP	Pie	McC	Str	G	Eis	Non	B&B	P	B-L 35	A	4	Spi	She 21	R	½	8.70	34.8	A	She D370	She	Ros	Hoo	Fir	5330
§Schacht G.	3400	156	36x4‡	36x8‡	Wis VAU	4¼x6	28.9	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own	A	4	Spi	Own	W	F	8.66	41.0	B	Own	She	Own	StM	....	6400
Selden Unit 50	....	149	36x4‡	36x7‡	Con K-4	4⅛x5¼	27.2	L	FP	Pha	Lon	Str	G	Eis	N–E‡	B-L	D	B-L 51	A	4	Spi	Tim 6560	W	F	8.50	45.4	A	Tim 1544B	Det	Gem	Std	....	5980
Selden Unit 53	....	154	36x4	36x7	Con L-4	4½x5½	32.4	L	FP	Pha	Lon	Str	G	Eis	N–E‡	B-L	D	B-L 51	A	4	Spi	Tim 6560	W	F	8.50	45.4	A	Tim 1544B	Det	Gem	Std	Opt	6220
Signal J	....	150	34x4	36x8	Con K-4	4⅛x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Del‡	B-L	D	B-L 35	A	4	Spi	Tim 6460	W	F	9.25	37.0	A	Tim 1520	Det	Ros	StM	Non	5250
Signal JL	....	180	34x4	36x8	Con K-4	4⅛x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Del‡	B-L	D	B-L 35	A	4	Spi	Tim 6460	W	F	9.25	37.0	A	Tim 1542B	Det	Ros	StM	....	5300
Standard 2½-3½ K	....	147	36x4‡	36x8‡	Con K-4	4⅛x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Bos‡	B-L	D	B-L 35	A	4	Spi	Tim 6562	W	F	8.50	45.4	A	Tim 1542B	Amc	Gem	Day	....	5400
Standard 2½-3½ KS	....	147	36x4‡	36x8‡	Con K-4	4⅛x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Bos‡	B-L	D	B-L 35	A	4	Spi	Tim 6562	W	F	8.50	45.4	A	Tim 1542B	Amc	Gem	Day	....	5488
Sterling K.	....	156	36x4	36x4†	Own K	4⅜x5¾	30.6	L	FP	Wau	Own	Zen	V	Eis	Bos‡	B-L	D	B-L 50	U	4	Spi	Tim 6566	W	F	7.20	38.5	A	Tim 1544B	Mat	Ros	Hoo	....	5620
Stewart 7X	2690	156	34x4‡	34x8‡	Bud HTU	4¼x5½	29.0	L	PC	Pie	Bus	Zen	V	Eis	Rem‡	Ful	D	Ful GU-5	U	4	Spi	Cla 2-D	I	D	9.00	43.2	B	Col 8503	Amc	Ros	Cla	Fir	4820
Super Truck 50	3300	156	36x4‡	36x8‡	Wis 400	4 x6	25.6	L	PC	Sim	Chi	Zen	G	Bos	Ves†	Ful	D	Ful G	U	4	Spi	She W21	W	½	8.75	42.0	A	She D-370	She	Ros	Pru	....	5200
§Triangle B.	2785	150	36x4‡	36x7‡	Wau FU	4 x5¾	25.6	L	PC	Wau	Whe	Str	G	Eis	Spl†	Ful	D	Ful GU-7	U	4	Blo	Cla 2D	I	D	9.10	43.0	B	Eat CC3B	Det	Gem	Roy	Fir	4900
Union FLW&FW	....	155	36x5	36x10	Wis TAU	4 x6	25.6	L	PC	Dup	G&O	She	G	Eis	L-N	Ful	D	Ful GU-7	U	4	U-P	Wal 25A	R	F	....	37.7	...	She D-370	Mat	Jac	Pru	Gdy	5900
§Union FWC (Bus)	....	200	38x7	42x9	Wis TAU	4 x6	25.6	L	PC	Dup	G&O	She	G	Apo	L-N	Ful	D	Ful GU-7	U	4	U-P	Wal 25A	R	F	....	37.7	...	Shu 650B	Mat	Jac	Smi	Gdy	....
§United 50	....	156	34x4*	34x8‡	Her O	4 x5	25.6	L	PC	Non	Per	Zen	G	Bos	Bos ‡	B-L	D	B-L 35	U	4	Spi	Wis 60	R	½	7.00	37.4	A	Shu 510	Det	Lav	....	....	4120
Wachusett L.	3800	170	36x5	36x10	Con L-4	4½x5½	32.4	L	FP	Non	G&O	Zen	V	Bos	Bos	B-L	D	B-L 55	U	4	Har	Tim 6560	W	F	7.75	41.5	...	Tim 1542	Sav	Ros	Smi	Fir	5200
Walker-Johnson B	3600	166	36x5‡	36x10‡	Hin 300	4¼x5½	28.9	L	PC	Hin	Bus	Zen	V	Eis	Bos†	Ful	D	Ful G	A	4	Spi	Tim 6560	W	F	8.50	40.8	A	Shu 550	S.P	Ros	Arc	....	5300
Ward LaFrance	....	170	36x4	36x8‡	....	4⅜x5¾	30.6	L	...	Non	Own	Str	G	Bos	Non	B-L	D	B-L 50	A	4	Spi	Tim 6560	W	F	7.25	38.7	...	Tim 1542B	Row	Ros	Hoo	....	5900
Wilcox CC.	3000	135	36x4	36x3½†	Own CC	4¼x5	28.9	L	PC	Dup	G&O	Str	G	Bos	Wes‡	Own	D	Own Q	A	4	Own	Wal 25A	R	½	8.60	42.3	B	Shu 550	She	Own	Cla	....	5000
Wisconsin	3100	132	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Pha	Chi	Str	V	Eis	Bos	B-L	D	B-L 51	A	4	Pet	Tim 6560	W	F	9.25	....	A	Con	Det	Ros	Bim	....	5600
Wisconsin	3600	136	32x6*	32x6*	Con L:4	4½x5½	32.4	L	FP	Pha	Chi	Str	V	Bos	Bos	B-L	D	B-L 50	U	4	Pet	Wis	W	½	8.25	....	A	....	Det	Ros	Bim	....	5800
Witt-Will S.	2950	146	36x4‡	36x8	Con K-4	4⅛x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	Non	B-L	D	B-L 51	U	4	Spi	Tim 6560	W	F	8.25	....	A	Tim 1544	She	Ros	Arc	Fir	5000
3 Ton																																	
Acason K-3	3350	180	36x4	36x10	Wau Y	4 x5¼	30.6	L	PC	Wau	....	Zen	V	Bos	Non	....	D	Cot AU	U	4	Blo	Tim 6560	W	F	5.20	43.0	...	Tim 1542B	Det	Ros	Smi	Non	....
§Ace 60	....	Opt	36x4	36x10	Bud HU	4¼x5½	28.9	H	PC	Pie	Own	Zen	V	Eis	Wes	B-L	D	B-L 51	A	4	U-M	Tim 6560	W	F	8.50	45.5	...	Tim 1542	Mat	Ros	Day	Fir	5650
Acme K.	....	200	36x6	36x6†	Con 6B	3¾x5	33.7	L	PC	Dup	G&O	Zen	V	Eis	Del	B&B	P	Cot RU	U	4	Blo	Tim 6511S	W	F	6.80	35.3	A	Tim 1540B	Det	Ros	Bud	....	6900
§Acme 60L	....	156	36x4‡	36x7‡	Con L-4	4½x5½	32.4	L	FP	Dup	G&O	Zen	V	Eis	Del‡	B&B	P	Cot RU	U	4	Blo	Tim 6560	W	F	8.50	42.0	A	Tim 1540B	Det	Ros	Bim	....	5050
Autocar H.	....	114	34x5‡	36x8	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L–N‡	Own	P	Own H	A	4	Spi	Own Y	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	....	5500
Autocar K.	3550	138	34x5‡	36x8	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L–N‡	Own	P	Own K	A	4	Spi	Own Y	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	....	5600
Buffalo 6&12	....	155	34x5‡	36x5†	Her O	4 x5	25.6	L	PC	Pie	Own	Str	V	Bos	Bos	Cov	D	Cov	...	10	Spi	She W-21	W	½	8.75	....	...	She D-370	She	Ros	Jon	Gdy	6200
§Clinton 65	3550	180	34x5‡	34x5†	Bud ETU	4¼x5½	28.9	L	PC	Han	Own	Zen	V	....	Bos	B-L	D	B-L 55	A	4	M-E	Tim 6566	W	F	7.75	41.5	A	Tim 1542B	Per	Ros	StM	....	5925
§Columbia K.	3450	150	36x5	36x12	Hin 500	4¼x5½	28.9	L	PC	Hin	Lon	Str	V	Spl	Bos	Det	D	D-G	A	4	Spi	Vul	W	F	9.50	....	...	Shu	Det	Own	Van	....	5130
Concord JL	....	170	36x4‡	36x4†	Bud EBU	4¼x5½	28.9	L	PC	Pie	Own	Zen	V	Eis	Eis	B-L	D	B-L 50	U	4	Spi	Tim 6560	W	F	9.25	49.4	A	Tim 1544	....	Ros	Arc	Fir	5500
Corbitt R.	3250	158	36x4‡	36x8‡	Con L-4	4½x5½	32.4	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-L 50	U	4	Spi	She W-21	W	½	10.30	55.1	A	She 3FA10	She	Ros	Smi	....	6160
Day-Elder CN	....	150	36x4‡	36x8‡	Bud HTU	4¼x5½	28.9	L	PP	Mon	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 51	U	4	Har	Tim 6566	W	F	8.50	45.4	A	Tim 1544	She	Gem	Van	Fir	5900
Defiance H-2	....	157	36x4	36x8	Con K-4	4⅛x5¼	27.2	L	FP	Pie	Chi	Zen	V	Bos	Bos	Ful	D	Ful GU-7	U	4	Har	Wis 88E	R	½	8.66	41.5	A	Col 8500	Det	Lav	StM	....	5140
§Defiance HL-2	....	175	36x4	36x8	Con K-4	4⅛x5¼	27.2	L	FP	Pie	Chi	Zen	V	Bos	Bos	Ful	D	Ful GU-7	U	4	Har	Wis 88E	R	½	8.66	41.5	A	Col 8500	Det	Lav	StM	....	5340
Defiance H3	....	135	36x5	36x10	Con K-4	4⅛x5¼	27.2	L	FP	Pie	Chi	Zen	V	Bos	Bos	Ful	D	Ful GU-7	U	4	Har	Wis 120FG	R	½	9.50	45.6	A	Col 8500	Det	Lav	Smi	....	5200
DeMartini	....	180	36x5	36x10	Bud ETU	4¼x5½	28.9	L	PC	Non	Own	Zen	V	Bos	Non	B-L	D	B-L 50	U	4	Spi	....	W	...	8.75	46.0	...	....	She	Ros	Smi	....	7250
Double Drive TT	4000	144	36x6‡	36x6‡	Bud ETU	4¼x5½	28.9	L	PC	Pie	Lon	Zen	V	Spl	Opt	Det	D	Own 4	A	4	Own	Own 4	W	½	8.00	37.2	B	Own 4	Tut	Ros	Std	....	6250
Fageol	3900	150	36x4	36x7	Wau CU	4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Spl	Del	B-L	D	Own B	...	7	Spi	Tim 6666	W	F	5.60	59.5	A	Tim	Mat	Ros	....	....	4600
Forschler E.	....	144	36x4	36x8	Con C-4	4⅛x5¼	27.2	L	PC	Dup	Own	Zen	V	Bos	Non	Ful	D	....	...	4	Har	....	W	½	....	....	...	....	Own	Ros	Smi	....	5200
F.W.D. B.	4200	124	36x6‡	36x6‡	Wis A	4¾x5½	36.1	T	PC	Pie	McC	Str	G	Eis	N–E‡	H-S	D	Cot DAE	A	3	Bld	Own B	B	F	8.90	35.6	B	Own B	Tut	Ros	Std	....	6460
Gotfredson 60	3475	152½	36x4‡	36x8‡	Bud EBU	4¼x5½	28.9	L	PC	Non	McC	Zen	V	Bos	Non	B-L	D	B-L 51	A	4	Spi	Tim 6562	W	F	9.25	49.4	A	Tim 1526	Amc	Gem	Day	Non	6325
Gramm-Pioneer 30	....	150	36x4‡	36x4†	Hin HA 500	4¼x5½	28.9	L	PC	Hin	Own	Str	G	Eis	N-E	Own	D	Own	A	4	Own	She W-21	W	½	8.75	46.8	B	She 370	Per	Ros	Smi	Fir	6640
Guilder H.	3650	152	36x5	36x10	Bud ETU	4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Eis	Bos	B-L	D	B-L 51	U	4	M-E	Wis	W	F	7.75	42.0	...	Shu 5550	Mer	Ros	Van	Non	5600
Hurlburt B.	3150	170	36x5	36x5†	Bud HU	4¼x5½	28.9	L	PC	Sim	Own	Zen	G	Eis	Non	B-L	D	....	A	4	Spi	Tim	W	F	8.75	41.9	...	....	Per	Ros	....	....	5600
International 63	....	140	36x5‡	36x8‡	Own 63	4¼x5	28.9	L	SP	Own	Own	Own	G	RBo	Rem‡	Own	D	Own 63	U	4	Own	Own 63	I	D	9.00	53.1	B	Own 63	....	Own	Own	....	5660
Jumbo 30	....	152	36x5‡	36x10‡	Bud ETU	4¼x5½	28.9	L	PC	Sim	Own	Zen	V	Eis	Non	Ful	D	Ful GU-8	U	4	Bld	Cla 3-D	I	D	9.00	43.5	...	Shu 550	S.P	Jac	....	Fir	5350
§Maccar H1	....	162	36x4‡	36x5†	Wis UAU	4¼x6	28.9	L	PC	Pie	Own	Zen	V	Eis	Bos‡	B-L	D	B-L 51	U	4	Spi	Tim 6560	W	F	8.50	45.4	A	Tim 1544B	Mer	Ros	Day	....	6300
Moreland AX	3900	174	36x5‡	36x10‡	Con L-4	4½x5½	32.5	L	FP	Non	Own	....	V	Spl	A-L‡	Own	D	Own 23C670	A	5	Pet	Tim 6566	W	F	6.80	40.9	A	Tim 1542B	U.S	Ros	Smi	....	6535
Moreland AC-Bus	4700	187	36x6*	36x6†	Con L-4	4½x5½	32.5	L	FP	Non	Own	....	V	Spl	Opt	B-L	D	B-L	U	4	Pet	Tim 6516	W	F	6.00	29.0	A	Tim 1550	U.S	Ros	Bud	....	5660
Netco ALX	3700	170	36x5‡	36x10‡	Con L-4	4½x5½	32.5	L	FP	Pha	E&M	Zen	V	Eis	Wes‡	B-L	D	B-L 55	A	4	Spi	Tim 6560	W	F	8.50	45.6	A	Tim 1542B	Mat	Gem	Smi	Opt	5825
Noble D-52	3500	162	34x4	36x10	Bud ETU	4¼x5½	28.9	L	PC	McC	Chi	Zen	V	Eis	Wes	Ful	D	Ful	A	8	Blo	She W21	W	½	8.75	96.2	A	She 370	Tut	Lav	Bim	Non	5800
Patriot 11W	....	156	36x5‡	36x8‡	Hin 200	4½x5½	32.4	L	PC	Non	Own	Str	V	Eis	Non	Cov	D	Cov RAK4	A	4	The	Wis Spec	W	½	10.0	....	A	Shu 5550	Mar	Ros	Bim	....	5400
§Perfection D.	2875	158	36x4‡	36x8‡	Con K4	4⅛x5¼	27.2	L	FP	Pha	Own	Zen	V	Eis	Rem	B&B	P	Own RU	U	4	Spi	Tim 6560	W	F	8.50	54.1	...	Tim 1630B	Own	Lav	Bim	Opt	5900
Pierce Arrow XB	3500	150	38x7*	42x9*	Own XB	4 x5½	25.6	T	FP	Non	Own	Str	P	Del	Del	Own	D	Own XB	A	4	Spi	Own XB	W	½	9.66	....	A	....	S.P	Ros	Bet	....	6280
Pittsburger C.	3600	162	36x5	36x8	Mid 402	4⅛x5¼	27.2	T	FP	Non	G&O	Zen	V	Bos	Non	B-L	D	B-L 50	U	4	Spi	Vul 4R	W	½	9.50	50.8	...	Vul 4F	I-C	Ros	Smi	Non	6400
Red Ball	2300	174	36x6	36x6†	Wau CU	4⅜x5¾	30.6	L	PC	Wau	Own	She	V	Bos	Bos	M-E	P	Cov SB-4	A	4	U-P	Wis 900GA	W	½	6.50	32.9	A	Con 2103B	Bea	Ros	Van	....	7400
Republic 19	...	154	36x4‡	36x8‡	Con K4	4⅛x5¼	27.2	L	FP	Pha	Own	Str	V	Bos	Bos‡	Ful	D	Ful	U	4	Spi	Tor	I	D	8.00	38.4	B	Tor	Mat	Jac	Nor	Fir	4500
Republic 19W	....	154	36x4‡	36x8‡	Wau	4 x5¾	25.6	L	PC	Wau	Own	Str	G	Bos	Bos‡	Ful	D	Ful	U	4	Pet	Tor	I	D	8.00	38.4	B	Tor	Mat	Jac	Nor	Fir	4600
Rowe GSW	....	143	34x5	36x10	Wis UAU	4¼x6	28.9	L	PC	Han	Bus	Zen	V	Bos	Opt‡	B-L	D	B-L 51	U	4	Spi	She W-21	W	½	8.75	31.0	A	She D-370	She	Ros	Hoo	Non	5900
§Schacht	3800	156	36x5	36x5†	Wis UAU	4¼x6	28.9	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own	A	4	Spi	Own	W	F	9.66	46.0	B	Own	She	Own	StM	....	6700
§Service 61	....	163	36x4‡	36x8‡	Bud EBU-1	4¼x5½	28.9	L	PC	....	McC	Str	V	Eis	Rem‡	B&B	P	B-L 51	A	4	M-E	Tim 6560	W	F	7.75	41.5	A	Tim 1542B	She	Ros	Int	....	5785
Stoughton F.	3150	156	36x5	36x5†	....	....	....	H	F	Sim	Own	Zen	G	Eis	Rem†	B-L	D	B-L 50	U	4	The	She W-21	W	½	8.75	46.8	A	She D-370	Own	Ros	Bim	Gdy	5900
Traffic 6000	2145	135	36x4‡	36x7‡	Con N-4	3¾x5	22.5	L	PS	....	Own	Car	G	Bos	Bos‡	Cov	D	Cov MUN	U	3	D	Rus 60001	I	D	8.80	32.2	A	Own	Det	Own	Opt	Fir	3900
Traylor D.	3300	150	36x4‡	36x8†	Bud HTU	4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Spl	Wes†	M-E	D	Own D-4-U	U	4	M-E	She W-21	W	½	7.75	37.0	A	She D-343	Mer	Ros	Sch	....	5850
United 60	....	156	34x4*	34x8‡	Her O	4 x5	25.6	L	PC	....	Per	Zen	G	Bos	Non	B-L	D	B-L 35	U	4	Spi	Wis 60	R	½	8.66	46.3	A	Shu 510	Det	Lav	....	....	4420
U.S. R	....	156	36x4‡	36x4‡	Hin 400	4 x5¼	25.6	L	PC	Hin	Lon	Str	V	Spl	Bos‡	B-L	D	BL- 35	A	4	Opt	She W-21	W	½	8.70	41.5	A	Shu 510	She	Lav	Sch	....	5500
Wichita RX	3200	160	36x4	36x8	Wau CU	4⅜x5¼	30.6	L	PC	Wau	E&M	Str	G	Bos	N-E	Own	D	B-L 55	A	4	The	She 21	W	½	Opt	....	A	She	Det	Ros	....	Non	6000
Witt-Will	3225	Opt	36x4‡	36x10	Con K-4	4⅛x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	Non	B-L	D	B-L 51	U	4	Spi	Tim 6560	W	F	9.25	40.0	A	Tim 1544	She	Ros	Arc	Fir	5500
3½ Ton																																	
Acme 90	....	168	36x5	40x5†	Con L-4	4½x5½	32.4	L	FP	Dup	G&O	Zen	V	Eis	Del‡	B&B	P	Cot S	A	4	Blo	Tim 6660	W	F	10.3	53.7	A	Tim 1630B	Det	Ros	Bim	Non	6980
American LaFrance	4950	Opt	36x5‡	36x10‡	Own 3B	4¼x6	28.9	L	PS	Own	Bus	Zen	V	Spl	Wes‡	Own	D	Own 3R	A	4	Own	Own 3R	W	F	8.75	47.7	B	Own 3R	Mer	....	Day	Non	8600
§Armleder KWB	4200	Opt	36x5	36x5†	Bud YTU	4½x6	32.4	L	PC	Pha	Own	Zen	G	Bos	Wes‡	B-L	D	B-L 50	U	4	Spi	Tim 6666	W	F	10.3	55.3	B	Tim 1638B	Mat	Ros	StM	Non	6900

For full name and address of manufacturer and information regarding complete line see page 43

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size §§ Front (inches)	General: Tire Size §§ Rear (inches)	Engine: Make and Model	Engine: Bore and Stroke (inches)	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
3½ Ton—con'd																																	
§Armleder KWC	4200	Opt	36x5	36x5†	Con E-4	4½x5½	32.4	L	FP	Pha	Own	Zen	G	Bos	Non	B-L	D	B-L 50	U	4	Spi	Tim 6666	W	F	10.3	55.3	B	Tim 1638B	Mat	Ros	StM	Non	6900
Atterbury 22D	4275	174	36x5	40x6‡	Con L-4	4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	Del‡	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	55.2	A	Tim 1630B	S.P	Gem	Arc	Non	7500
Available JH3½	4175	176	36x5	40x5†	Her MU-3	4½x5½	32.4	L	FP	Pie	Chi	Str	V	Bos	Bos‡	B-L	D	B-L 50	A	4	M-E	Tim 6666	W	F	10.3	49.9	A	Tim	Tut	Ros	Sch	Non	6500
Brockway R 12	....	164	36x5	36x5†	Con L-4	4½x5½	32.4	L	FP	Pha	Bus	Str	V	Eis	L-N‡	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1632	Row	Gem	Smi	Non	7075
Bethlehem M	3795	.....	36x5	36x10	Own H	4½x5¼	25.6	L	PC	Pie	Bus	Zen	V	Bos	G&D	Ful	D	Ful GU7	U	4	Spi	Wis	R	½	10.4	.....	A	She	Mat	Lav	Smi	Smi	....
§Chicago 35	....	170	36x5‡	36x10‡	Her MU-3	4½x5½	32.4	L	FP	Sim	Bre	Zen	G	Bos	Bos†	B-L	D	B-L 55	A	4	Pet	Tim	R	F	9.33	50.0	A	Tim 1632B	Mat	Gem	Opt	.....	7200
Clydesdale 6	....	163	36x5	36x5†	Con L-4	4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos	Bos	‡B-L	D	B-L 50	A	4	Spi	Tim 6560	W	F	9.25	49.5	A	Tim 1542B	Std	Ros	.....	Non	....
Diamond T K	....	170	36x5	36x5†	Hin 1500	4½x5½	28.9	L	PC	Own	G&O	Str	V	Bos	Non	Cov	D	Cov SA4	A	4	Spi	Tim 6666	W	F	8.80	44.3	A	Tim 1632B	Mat	Gem	.....	Non	7250
Dixon A	4070	160	36x5	36x10	Con L-4	4½x5½	32.4	L	FP	Pie	G&O	Zen	G	Bos	Non	Ful	D	Ful HU	U	4	Har	Tim 6666	W	F	Opt	Opt	A	Tim 1630B	S.P	Ros	Smi	Non	7100
Dorris K7	4400	174	36x5‡	36x10	Own K7	4½x5½	28.9	H	PP	Own	McC	Str	G	Bos	Wes	Own	D	W-G T53	A	4	Spi	Tim 6660	W	F	10.3	51.5	A	Tim 1630	Row	Ros	Smi	Fir	6750
Duplex E	....	130	36x8‡	36x8	Bud ETU	4½x5½	28.9	L	PC	Dup	Lon	She	V	Eis	Non	B-L	D	B-L 50	U	4	Pet	Own E	I	...	8.00	64.0	B	Own E	Pen	Woh	Mot	Fir	6000
Gary K	4250	162	36x5	40x10	Bud YBU	4½x6	32.4	L	PC	McC	Chi	Mas	V	Eis	Wes‡	B-L	D	B-L 224-X	A	4	Spi	Tim 6666	W	F	10.3	50.0	A	Tim 1630B	Mar	Ros	Pru	Non	8100
G.M.C. K-71A	....	163	36x5	40x5†	Own 71A	4½x6	32.4	L	PC	Own	Own	Mar	G	Sim	Rem‡	Own	D	Own 71A	A	7	Own	Tim 6666	W	F	8.75	75.2	A	Tim 1630B	.....	Own	Day	Non	8070
G.M.C. K-71B	....	187	36x5	40x5†	Own 71B	4½x6	32.4	L	PC	Own	Own	Mar	G	Sim	Rem‡	Own	D	Own 71B	A	7	Own	Tim 6666	W	F	8.75	75.2	A	Tim 1630B	.....	Own	Day	Non	8520
Gramm Bernstein75P	....	150	36x6*	42x9*	Hin HA200	4½x5½	32.4	L	PC	Own	Own	Str	G	Eis	N-E†	Own	D	Own 75P	A	4	Own	She 4FA20	W	½	7.75	36.7	B	Own 75P	Per	Ros	....	Fir	6985
Grass Premier 90	3700	Opt	36x5‡	40x5†	Wau DU	4½x6¼	32.4	L	PC	Wau	Chi	Str	V	Opt	N-E†	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	44.0	B	Con	Det	Ros	StM	Fir	6200
Harvey WHB	3950	160	36x6‡	36x12	Bud YTU	4½x6	32.4	L	PC	McC	Own	Str	G	Eis	Non	Ful	D	B-L 60	A	4	Spi	She W-32	W	½	8.75	46.8	A	She 3FA20	Bea	Ros	Smi	.....	7600
Hawkeye N	....	180	36x5†	36x10†	Bud YTU	4½x6	32.4	L	PC	Sim	.....	Zen	...	Eis	Bos‡	Ful	P	Cot R	A	4	.....	Cla 3-D	I	D	.....	.....	A	Shu 610	.....	Ros	Cla	.....	....
Indiana 40	....	160	36x5	36x10	Own 40	4½x6¼	32.4	L	PC	Pie	McC	Str	G	Eis	Rem‡	B&B	P	B-L 55	A	4	Spi	She W-32	W	½	10.2	54.8	A	She FA20	She	Woh	Smi	Non	7050
Jumbo 35	....	165	36x5‡	36x10‡	Bud YBU	4½x6	32.4	L	PC	Sim	Own	Zen	G	Eis	Non	Ful	D	Ful GU-8	U	4	Spi	Cla 3D	I	D	9.00	43.5	B	Stn 507	S.P	Jac	.....	Fir	7510
Kearns T	4000	....	36x5	36x10	Wis VAU	4½x6	32.4	L	PC	Dup	Bus	Zen	G	RBo	Opt	Ful	D	Ful H-1	A	4	Pet	She W-32	W	½	10.7	64.5	A	She 3FA20	She	Ros	Van	Non	6800
Kleiber	4850	170	36x5‡	36x12‡	Con L-4	4½x5½	32.4	L	FP	Non	R-T	Str	V	RBo	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1632B	Bet	Ros	Smi	.....	7600
Kelly-Springf'd K-41	4400	156	36x5	36x12	Own K-41	4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	B&B	P	B-L 60	A	4	Pet	Cla 3-H	I	D	10.0	50.7	B	Own K41	Per	Gem	Cla	Non	7900
Kenworth L	....	170	36x5‡	40x5‡	Bud YBU	4½x6	32.4	L	PC	Non	Idl	Str	V	Bos	Bos†	B&B	P	Cot S	A	4	Blo	She W-32	W	½	10.2	53.3	A	She W-32	Tut	Ros	Smi	.....	8800
King Zeitler	3625	156	36x6	40x10	Con L-4	4½x5½	32.4	L	FP	Pha	Chi	Str	G	Eis	Bos ‡	B-L	D	B-L 55	A	4	Pic	Tim 6666	W	F	10.3	55.2	A	Tim 1632B	Mar	Lav	Bim	Fir	7200
Krebs L110	....	170	36x5	40x10	Con L-4	4½x5½	32.4	L	PC	Own	Own	Zen	V	Bos	Bos‡	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	55.0	A	Tim 1632B	Mat	Ros	Smi	Fir	6800
Lange F	4450	168	36x5	36x10	Con 1-4	4½x5½	32.4	L	FP	Sim	Own	Str	V	Apo	Bos‡	B-L	D	B-L 55	A	4	Pet	Tim 6666	W	F	9.50	50.8	A	Tim 1630B	S.P	Ros	Hoo	Opt	7400
Larrabee	4100	186	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Pha	R-T	Zen	G	Bos	Bos‡	B-L	D	B-L 55	A	4	Spi	She W-32	W	½	10.2	55.0	A	She 4FA20	Mer	Ros	Smi	Non	7600
Luedinghaus	....	160°	36x6‡	36x6†	Wau DU	4½x6¼	32.4	L	PC	.....	Own	Zen	G	Spl	Dyn‡	B-L	P	B-L 55	A	4	Spi	Wis 900-E	W	F	10.33	.....	A	Shu 610	.....	Ros	Bim	.....	7760
Mack AC	4950	Opt	36x5	40x5†	Own AC	5 x6	40.0	L	SP	Own	Own	Zen	G	Spl	L-N‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	7.54	48.3	D	Own AC	Mer	Own	Day	.....	9200
Master 51	....	158	36x5	40x12	Bud YBU	4½x6	32.4	L	PC	Pie	Chi	Zen	V	Eis	Non	Ful	D	Ful	A	4	Spi	Tim 6666	W	F	Opt	Opt	A	Tim 6130	Det	Ros	Smi	Non	8100
Menominee G	3800	160	36x5‡	36x10‡	Wis VAU	4½x6	32.4	L	PC	Mon	Own	Str	G	Eis	Bos‡	Det	D	Cot R	A	4	Spi	Tim	W	F	10.3	53.7	A	Con	Tut	Ros	Smi	Fir	6750
National NB	....	164	36x6‡	36x6†	Wau DU	4½x6¼	32.4	L	PC	Wau	Bus	Zen	G	Eis	Non	M-E	P	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1630B	Mat	Ros	Smi	.....	7650
Noble E-71	3995	164	36x5‡	36x12‡	Bud YTU	4½x6	32.4	L	PC	Pie	Chi	Str	V	Eis	Wes‡	Ful	D	W-G T53	A	4	Blo	She W-30	W	½	8.75	44.0	A	She 4FA20	Tut	Lav	Bim	Fir	7250
Nelson & LeMoon G	....	Opt	36x5	36x5†	Con L4	4½x5½	32.4	L	FP	Pha	Chi	Str	G	Bos	Bos‡	B-L	D	B-L 50	U	4	Own	Tim 6666	W	F	8.70	42.0	A	Tim 1630	G-C	Ros	StM	Gdy	6000
Northway C-3½	....	....	36x5	40x5†	Own B3	4 x6	25.6	I	PC	Pie	G&O	Str	V	Wag	Wes	B-L	D	B-L 50	A	4	Spi	.....	R	½	10.5	42	A	.....	.....	Ros	.....	.....	....
Ogden F	....	178	36x5	40x10	Con L-4	4½x5½	32.4	L	FP	Pha	Chi	Zen	V	Spl	Non	B-L	D	B-L 55	A	4	M-E	Tim 6666	W	F	10.3	55.2	A	Tim 1630B	Tut	Ros	Std	Non	7300
O.K. Y	3975	164	36x5	36x10	Bud YTU	4½x6	32.4	L	PC	Pie	R-T	Zen	V	Eis	Non	Ful	D	Ful H	A	4	Har	Tim 6666	W	F	.....	.....	A	Shu 610	Tem	Ros	Bim	Gdy	6550
Old Reliable C	4250	Opt	36x5	36x12‡	Wis VAU	4½x6	32.4	L	PC	Pha	Chi	Str	V	Bos	Bos†	Ful	D	Ful H	A	4	Pet	She W-32	W	½	8.75	55.1	A	She 4FA20	She	Ros	Sch	.....	8000
Oneida D	4050	170	36x5‡	36x10‡	Hin 200	4½x5½	32.4	L	PC	Hin	Mod	Str	V	Apo	Bos†	Ful	D	Ful GC	A	4	Pet	Tim 6660	W	F	10.3	49.6	A	Con 1801	Mat	Ros	Smi	.....	7700
Parker J-24	4300	160°	36x5	40x5†	Wis VAU	4½x6	32.4	L	PC	Pie	Own	Str	V	Eis	Wes	Ful	D	Ful H	A	4	Blo	Own J-24	W	F	8.75	43.6	B	Shu 610	Tut	Ros	Smi	Non	6600
Perfection	2975	138	38x7	42x9	Con K-4	4 1/16x5¼	27.2	L	FP	Pha	Own	Zen	V	Eis	Rem	B&B	P	Own RU	A	4	Spi	Tim 6560	W	F	9.50	63.0	A	Tim 1630B	Own	Lav	Bim	Fir	5700
Pittsburgher D	3800	162	38x7	42x9	Own D	4 1/16x5¼	27.2	T	PC	Non	G&O	Zen	V	Bos	Non	B-L	D	B-L 50	U	4	Spi	Vul 4R	W	...	9.50	50.8	...	Vul 4F	.....	Ros	Smi	Non	6600
Power C	....	160	36x5	36x10†	Hin HA200	4½x5½	32.4	L	PC	Hin	Mod	Str	G	Eis	Wes	B-L	D	B-L 55	A	4	Pet	Wos 900E	W	½	10.0	48.0	...	Con	Row	Ros	StM	Non	7400
Rainier R-25	4400	170	36x5†	36x5†	Con L-4	4½x5½	32.4	L	FC	Pie	E-M	Zen	V	Eis	Del	B-L	D	B-L 60	A	4	Spi	Tim 6666	W	F	10.3	55.2	A	Tim 1632B	S.P	Ros	Jon	Non	8000
Sandow M	3895	170	.....	.....	Bud YTU	4½x6	32.4	L	PC	Mon	Chi	Str	G	Bos	Non	B-L	D	B-L 50	A	4	Spi	Tim 6660	W	F	10.2	41.2	A	Tim 1630	.....	Ros	.....	.....	6800
Sanford W35B	....	174	36x5	36x5†	Con E-4	4½x5½	32.4	L	PC	Pie	McC	Str	G	Eis	Non	B&B	P	B-L 50	A	4	Spi	She 31	W	½	8.70	34.8	A	She 4FA10	She	Ros	Hoo	Fir	6750
Sanford W-35D	....	156	36x5	36x5†	Con E-4	4½x5½	32.4	L	FP	Pie	McC	Str	G	Eis	Non	B&B	P	B-L 50	A	4	Spi	She 31	W	½	8.70	34.8	A	She 4FA10	She	Ros	Hoo	Fir	6710
Selden Unit 70	....	165	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Pha	Lon	Str	G	Eis	N-E‡	B-L	D	B-L 50	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1650B	Per	Gem	Std	.....	7200
Selden Unit 52	....	195	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Pha	Lon	Zen	V	Eis	N-E‡	B-L	D	B-L 55	A	4	Spi	Tim 6511	W	F	7.75	31.0	A	Tim 1550	S.S	Gem	Arc	Opt	7200
Selden 73	....	168	36x5‡	36x10‡	Con B-5	4¾x6	36.1	L	FP	Pha	Lon	Str	G	Eis	N-E	Det	D	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	52.0	A	Tim 1630B	S.P	Gem	Std	.....	7720
Signal M	....	168	36x5	40x10	Con L-4	4½x5½	32.4	L	FP	Sim	Lon	Str	G	Eis	Del‡	B-L	D	B-L 60	A	4	Spi	Tim 6660	W	F	12.0	58.0	A	Tim 1630B	Det	Ros	StM	Non	7350
Signal ML	....	204	36x5	40x10	Con L-4	4½x5½	32.4	L	FP	Sim	Lon	Str	G	Eis	Del‡	B-L	D	B-L 60	A	4	Spi	Tim 6660	W	F	12.0	58.0	A	Tim 1630B	Det	Ros	StM	Non	7700
Standard 3½-5 K	....	160	36x5	36x12	Con L-4	4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos‡	B-L	D	B-L 60	A	7	Spi	Tim 6666	W	F	6.80	83.1	A	Tim 1630B	Amc	Gem	Day	Non	7485
Standard 3½-5KS	....	160	36x5	36x12	Con L-4	4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos‡	B-L	D	B-L 60	A	7	Spi	Tim 6666	W	F	6.80	83.1	A	Tim 1630B	Amc	Gem	Day	Non	7519
Sterling	....	162	36x5	40x5†	Own	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	Bos‡	H-S	O	Own	A	3	Spi	Tim 6666	W	F	8.75	39.0	A	Tim 1632B	Mat	Ros	Hoo	.....	7775
Stewart 10-X	3540	165	36x5‡	36x5†	Bud YTU	4½x6	32.0	L	PC	Pie	Bus	Zen	V	Eis	Eis	Ful	P	Ful GU-6	U	3	Spi	Cla 3-D	I	D	10.0	48.0	B	Col 8503	Det	Ros	Cla	Fir	6600
Super Truck 70	4100	164	36x5	40x5†	Wis UAV	4¼x6	28.9	L	PC	Sim	Chi	Zen	G	Bos	Wes†	Ful	D	Ful G	A	4	Spi	She W-31	W	½	10.2	49.2	A	She 4FA20	She	Ros	Smi	Non	7500
Transport 61	....	150	36x4‡	36x8‡	Bud ETU	4¼x5½	28.9	L	PC	Dup	Mod	Zen	G	Eis	Rem‡	Ful	D	Ful GU-7	U	4	Blo	Cla 2-D	I	D	8.15	39.1	B	Shu 5556	Det	Jac	Mot	.....	5600
Twin City AW	3500	168	36x5	40x5	Own TW	4¼x6	28.9	H	PC	Own	Mod	Str	V	Bos	Non	b&B	P	Ful G-7	A	4	Spi	Tim 6666	W	...	10.3	49.5	A	Tim 1630B	Mat	Ros	Smi	Non	6800
United 80	....	157	36x5	36x10	Her MU-3	4½x5½	32.4	L	FP	Sim	Per	Zen	G	Bos	Bos‡	B-L	D	B-L 55	A	4	Spi	Wis 120W	R	½	8.66	46.3	A	Con 2203B	Det	Lav	Van	Non	....
Ward LaFrance 4A	....	162	36x5	36x5†	.....	4½x6¼	32.4	L	PC	Non	Own	Str	G	Bos	Non	B-L	D	B-L 60	A	4	Spi	Tim 6666	W	F	7.80	41.7	A	Tim 1630B	Row	Ros	Smi	Non	7700
White 40	4200	174	36x5	40x5†	Own GR	4¼x5¾	28.9	L	SP	Own	Own	Zen	V	.....	L-N‡	Own	P	Own	U	4	Own	Own	R	F	11.7	48.2	B	Own	.....	Own	.....	Non	7305
Wilcox E	3950	147	36x5	36x5†	Buda YTU	4½x6	32.4	L	PC	Dup	Own	Str	G	Bos	Wes‡	.....	D	Own EA	A	4	Own	WAL 5A	R	½	10.0	45.1	B	She 4FA20	She	Own	.....	Non	6600
Wisconsin (6 Wheel	4600	158	34x7	34x7	Con B-5	4¾x6	32.4	L	FP	Pha	Chi	Str	V	Eis	Bos	B-L	D	B-L 55	U	4	Pet	Wis	W	½	8.25	45.0	A	.....	Det	Ros	Bim	Gdy	7000

4 Ton																																	
	4250	1266	36x5	36x12	Wau	4 3/16x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos	Non	.....	...	Cot R	A	4	Blo	Tim 6666	W	R	5.20	54.0	A	Tim	Det	Ros	Smi	Non	....
	....	168	36x5	36x12	Wau	4 3/16x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos	Non	.....	...	Cot R	A	4	Blo	Tim 6666	W	F	8.75	45.5	A	Tim 1630B	Det	Ros	Bim	....	8160
	....	168	36x5	36x12	Wau	4 3/16x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos	Non	.....	...	Cot R	A	4	Blo	Tim 6666	W	F	8.75	45.5	A	Tim 1630B	Det	Ros	Bim	....	7480

4 Ton

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For full name and address of manufacturer and information regarding complete line see page 43

Trade Name and Model	General				Engine									Electrical System		Clutch		Gearset			Rear Axle			Gear Ratios			Front Axle Make and Model					
	Chassis Price	Standard Wheelbase (inches)	Tire Size §§ Front (inches)	Tire Size §§ Rear (inches)	Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System Carburetor (Make)	Fuel System Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location		Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
5 Ton—con'd																																
Oneida E.	4725	180	36x6	40x12	Hin 1600	4½x5½	33.5	H	P	C	Hin	Mod	Str	V	Apo	Bos	Ful	D	Ful GC	A	4	Pet	Tim 6660	W	F	11.6	70.00	A	Con 1801	Mat	Ros	Smi	Non	9400
Parker M20.	5250	160°	36x6	40x6†	Wis RBU	5 x6	40.0	L	P	C	Sim	Own	Str	V	Eis	Wes	B-L	D	Ful H	A	4	Blo	Tim 6760	W	F	10.2	51.1	A	Shu 650	Tut	Ros	Smi	Non	8400
Perfection EA.	4500	.....	36x6	40x14	Con B5	4¾x6	36.1	L	F	P	Mon	Mod	Zen	D	Eis	Non	B&B	P	Ful H	A	4	Spi	Hue 50	R	...	9.25	.....	A	Con 1803	Std	Lav	Own	Non	8250
Pierce-Arrow WD.	4700	162	36x6‡	36x7†	Own WD	4½x6¾	32.4	T	F	P	Non	Own	Str	G	Del	Del	Own	D	Own WD	A	4	Spi	Own WD	W	½	8.00	.....	B	Own WD	S.P	Own	Bet	.....	10050
Rowe FW.	4850	170¼	36x6	40x7†	Wis RAU	4¾x6	36.1	L	P	C	Sim	Bus	Zen	G	Bos	Opt‡	B-L	D	B-L 60	A	4	Spi	She W51	W	½	10.2	40.7	A	She 5FA30	She	Ros	Smi	.....	10050
Sandow L.	....	175	.....	.....	Bud BTU	5 x6½	32.4	L	F	P	Mon	Chi	Str	G	Bos	Non	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	½	11.0	46.6	B	Tim 1730	.....	Ros	.....	.....	7800
Sanford W50.	.....	174	36x6	40x14	Con B-7	5 x6	36.1	L	F	P	Pha	Own	Str	G	Con	Dyn	Ful	D	Ful H-1	A	4	Spi	She 51	W	½	10.7	52.0	A	She 4FA20	She	Ros	Van	Fir	9175
Schacht.	4600	168	36x5	40x7†	Wis VAU	4½x6	32.4	L	P	C	Dup	Own	Zen	G	Bos	Non	B&B	P	Own	A	4	Spi	Own	W	F	14.0	66.5	B	Own	She	Own	StM	.....	8200
Selden Unit 90.	4950	164	36x6	40x12	Con B-7	5 x6	40.1	L	F	P	Pha	Lon	Str	G	Eis	Non	Det	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	55.0	A	Tim 1530B	S.P	Gem	Std	.....	9650
Signal R.	....	180	36x6	40x12	Con B-5	4¾x6	36.1	L	F	P	Sim	Lon	Str	G	Eis	Del‡	B-L	D	B-L 60	A	4	Spi	Tim 6660	W	F	11.6	56.4	A	Tim 1630B	Det	Ros	Smi	Gdy	9500
Sterling W.	....	168	36x6	40x6†	Own W	5 x6¼	40.0	L	P	C	Wau	Own	Zen	V	Eis	Bos‡	M-E	O	Own W	A	3	Spi	Tim 6760	W	F	8.80	40.0	A	Tim 1732B	Mat	Ros	Hoo	Non	9325
Sterling EHD.	....	174	36x6	40x6†	Own EHD	5 x6¼	40.0	L	P	C	Wau	Own	Zen	V	Eis	Bos‡	M-E	O	Own EHD	A	6	M-E	Own EHD	C	D	7.26	44.0	B	Tim 1732B	Mat	Ros	Smi	Non	9695
Sterling ELD.	....	174	36x5	40x10	Own ELD	4½x6¼	32.4	L	P	C	Wau	Own	Zen	V	Eis	Bos‡	M-E	O	Own ELD	A	6	M-E	Own ELD	C	D	7.00	43.0	B	Tim 1632B	Mat	Ros	Hoo	Non	7925
Super Truck 100.	4500	164	40x5	40x6†	Wis RAU	4¾x6	36.1	L	P	C	Sim	Chi	Zen	G	Spl	‡Ves†	Ful	D	Ful H	A	4	Spi	She W-51	W	½	10.2	49.2	A	She 4FA20	She	Ros	Smi	Non	8500
Transport 75.	....	170	36x5‡	36x12‡	Bud YTU	4½x6	32.4	L	P	C	Dup	Mod	Zen	G	Eis	Rem‡	B&B	P	Cot RU	U	4	Blo	Cla 3D	I	D	10.0	52.0	B	Shu 610	Det	Jac	Mot	.....	7600
Traylor F.	4700	170	36x6	40x6†	Bud WTU	4½x6	32.4	L	P	C	Sim	G&O	Zen	G	Bos	Wes†	B-L	D	B-L 60	A	4	Spi	She W-32	W	½	10.2	55.0	A	She 4FA20	Mer	Ros	Smi	Non	8800
U. S. S.	.....	168	36x6	40x6†	Hin HA230	4½x5½	32.4	L	P	C	Hin	Lon	Str	V	Spl	Bos‡	B-L	D	B-L 55	A	4	Opt	She	W	½	11.7	62.9	A	.....	She	Lav	Smi	Non	7500
Ward LaFrance A.	4890	164	36x6	40x6†	.....	4 x6¼	40.0	L	P	C	Non	Own	Str	G	Bos	Non	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	8.80	47.0	A	Tim 1730B	Row	Ros	Smi	Non	9300
White 45.	4500	162	36x6	40x6†	Own GR	4½x5¾	28.9	L	P	C	Own	Own	Zen	V	.....	L–N‡	Own	P	Own 45	U	4	Own	Own 45	R	F	11.7	48.2	B	Own 45	.....	Own	.....	Non	8100
Wilcox F.	4350	162	36x5	40x12	Bud ATU	4¾x6½	36.1	L	P	C	Dup	Own	Str	V	Bos	Opt‡	Own	D	Own EA	A	4	Spi	WAL 5A	R	½	10.2	56.5	B	She 5FA30	She	Own	Smi	Non	9000
Witt-Will A.	4500	172	36x6	40x6†	Con B5	4¾x6	36.1	L	F	P	Non	Own	Zen	G	Eis	Non	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	53.3	A	Tim 1730B	She	Ros	Day	Non	9500
5½, 6 and 7 Ton																																
Autocar L.	4800	156	34x6	36x12	Own Y	4¼x5½	28.9	L	S	P	Pha	Own	Str	G	Bos	L–N‡	Own	P	Own B	A	4	Spi	Own Y	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7400
Autocar M.	4650	120	34x6	36x12	Own Y	4¼x5½	28.9	L	S	P	Pha	Own	Str	G	Bos	L–N‡	Own	P	Own B	A	4	Spi	Own Y	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7200
Clinton 120SM.	5200	180	36x6‡	40x7‡	Bud BTU	5 x6½	40.0	L	P	C	Han	Own	Zen	V	Eis	Bos‡	B-L	D	B-L 60	A	7	M-E	Tim 6760	W	F	8.80	83.6	A	Tim 1732B	Per	Ros	StM	.....	9400
Clydesdale 2.	....	176	36x7	40x7†	Con B5	4¾x6	36.1	L	F	P	Own	Own	Zen	V	Bos	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	11.6	62.5	A	Tim 1730B	Std	Ros	.....	Non	....
Garford 151.	....	162	36x6	40x6†	Bud BTU	5 x6½	40.0	L	P	C	Sim	Own	Str	G	Spl	Wes‡	Own	D	Own 151	J	4	Spi	Own 151	C	D	11.4	.....	B	Tim 1732B	Per	Ros	Cla	Non	10100
Gramm-Bernstein 56	....	168	36x6	40x6†	Con B5	4¾x6	36.1	L	P	C	Con	Own	Str	G	Eis	N–E†	Own	D	Own 50	A	4	Own	She W51	W	½	10.5	62.00	B	She	Per	Ros	Smi	Non	9700
Guilder K.	5250	170	36x6	40x14	Bud STU	5 x6½	....	L	P	C	Pie	G&O	Zen	G	Eis	Non	B-L	D	B-L 50	A	4	M-E	Wis	R	½	7.00	.....	A	Shu 650	Mer	Ros	Van	Van	8500
Hurlburt E-E.	4850	Opt	36x6	40x6	Bud ATU	4¾x6½	36.1	L	P	C	Sim	Mod	Zen	G	Eis	Non	.....	.....	.....	A	4	.....	Tim 6760	W	F	10.2	.....	A	.....	.....	.....	.....	Non	9965
Kelly-SpringfieldK61.	....	156	36x6	36x7†	Own K61	4½x6½	32.4	T	P	C	Pie	Lon	Zen	G	Spl	L–N‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	8.95	57.4	D	Own AC	Mer	Own	.....	.....	9500
Mack AC6½.	5750	Opt	36x6‡	40x12†	Own AC	5 x6	40.0	L	S	P	Own	Own	Zen	G	Spl	L–N	‡Own	P	Own AC	J	4	Spi	Own AC	C	D	10.5	67.3	A	Own AC	Mer	Own	.....	Non	9900
Mack AC7½.	6000	Opt	36x7	40x7†	Own AC	5 x6	40.0	L	S	P	Own	Own	Zen	G	Spl	L–N	‡Own	P	Own AC	J	4	Spi	Own AC	C	D	10.5	67.3	A	Own AC	Mer	Own	.....	Non	9900
Master 64.	....	170	36x6	40x14	Bud ATU	4¾x6½	36.1	L	P	C	Pie	Chi	Zen	V	Eis	Non	Ful	D	Ful	A	4	Spi	Tim 6760	W	F	Opt	Opt	A	Tim 1730B	Det	Ros	Smi	Non	9800
Old Reliable L.	6000	Opt	36x6	40x7†	Wau P	4¾x6¾	36.1	L	P	C	Wau	Chi	Str	G	Bos	Non	Own	O	Own L	J	4	Pet	Own L	C	D	10.0	50.6	B	Con 2005	She	Ros	Sch	Non	10250
Pierce-Arrow RF.	5200	168	36x6‡	40x8†	Own RF	4½x6¾	32.4	T	F	P	Non	Own	Str	P	Del	Del	Own	D	Own RF	A	4	Spi	Own RF	W	½	10.0	.....	B	Own RF	S.P	Own	Bet	.....	9540
Pierce-Arrow RE.	5100	168	36x6‡	40x7†	Own RE	4½x6¾	32.4	T	F	P	Non	Own	Str	P	Del	Del	Own	D	Own RE	A	4	Spi	Own RE	W	½	10.0	.....	B	Own RE	S.P	Own	Bet	.....	9540
Rainier R27.	5100	170	36x6	40x6†	Con B-5	4¾x6	36.1	L	F	P	Pie	E-M	Zen	V	Eis	Del	‡B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	13.6	73.0	A	Tim 1632B	S.P	Ros	Smi	Non	9000
Saurer 5AD.	6500	Opt	40x6‡	40x7‡	Own 5AD	4 21/32x7 3/32	29.3	L	P	C	Own	Own	Own	G	Bos	Non	Own	D	Own 5AD	U	4	Own	Own 5 AD	B	F	7.87	50.0	B	Own 5AD	Own	Own	Own	.....	7500
Service 103.	....	173	36x6	40x12	Bud YBU	4½x6	32.4	L	P	C	Non	Lon	Str	V	Eis	Rem‡	B&B	P	B-L 60	A	4	M-E	Tim 6760	W	F	10.2	54.8	A	Tim 1732B	She	Ros	Int	Non	9150
Standard 5-7.	.....	165	36x6	40x14	Con B-5	4¾x6	36.1	L	F	P	Sim	Lon	Str	V	Eis	Bos‡	B-L	D	B-L 60	A	7	Spi	Tim 6760	W	F	6.86	83.6	A	Tim 1730	Amc	Gem	Day	Non	8700
Sterling 7½.	....	174	36x6	40x7†	Own 7½	5 x6¼	40.0	L	P	C	Wau	Own	Zen	V	Eis	Bos‡	M-F	O	Own 7½	A	6	M-E	Own 7½	C	D	8.20	49.8	B	Tim 1732B	Met	Ros	Smi	Non	10175
U.S. T.	....	172	36x6	40x6†	Bud ATU	4¾x6½	36.1	L	P	C	Sim	Lon	Str	V	Eis	Bos	B-L	D	B-L 60	A	4	Opt	She W-51	W	½	10.2	54.8	B	She 4FA20	She	Lav	Smi	Non	9700
Gasoline Tractor-Trucks																																
Amer. La Fr. 5 Ton..	3950	143¾	36x4‡	36x7‡	Own 2R	4¼x6	28.9	L	P	C	Own	Bus	Zen	V	Spl	Wes	Own		Own 2R	A	4	Own	Own 2R	W	F	7.57	40.8	A	Own 2R	Mer	.....	Day	.....	6400
Amer. La Fr. 7 Ton..	4950	146	36x5‡	36x10‡	Own 2R	4¼x6	28.9	L	P	C	Own	Bus	Zen	V	Spl	Wes	Own		Own 2R	A	4	Own	Own 2R	W	F	8.75	47.1	A	Own 2R	Mer	.....	.....	.....	8400
Amer. La Fr. 10 Ton	5500	146½	36x6‡	40x6†	Own 3R	4¾x6	36.1	L	P	C	Own	Bus	Zen	V	Spl	Wes	Own		Own 3R	A	4	Own	Own 3R	W	F	10.0	54.5	A	Own 3R	Mer	.....	Day	.....	9400
Amer. La Fr. 13 Ton	5750	146½	36x6‡	40x6†	Own 3R	4¾x6	36.1	L	P	C	Own	Bus	Zen	V	Spl	Wes	Own		A Own 3R	A	4	Own	Own 3R	W	F	10.0	54.5	A	Own 3R	Mer	.....	Day	.....	9500
Amer. La Fr. 15 Ton	6000	146½	36x7‡	40x7†	Own 3R	4¾x6	36.1	L	P	C	Own	Bus	Zen	V	Spl	Wes	Own		Own 3R	A	4	Own	Own 3R	W	F	11.6	63.6	A	Own 3R	Mer	.....	Day	.....	9700
Federal..	....	125	36x4	36x4†	Con K-4	4½x5¼	27.2	L	F	P	Pha	Own	Zen	V	Eis	Rem	B&B	P	D-G	A	4	Spi	Tim 6560	W	F	8.50	50.1	A	Own	.....	Gem	.....	Non	6700
Federal..	....	121	36x5	36x5†	Con L-4	4½x5½	32.4	L	F	P	Pha	Own	Zen	V	Eis	Rem	B&B	P	W-G	A	4	Spi	Tim 6666	W	F	10.3	59.8	A	Tim 1542B	.....	Own	Det	Non	5520
G.M.C. K-41T.	....	127	36x4	36x8	Own 41-T	4 x5½	25.6	L	F	P	Own	Own	Mar	G	Sim	Rem†	Own	D	Own 41T	U	7	Own	Tim 6560	W	F	8.50	57.5	A	Tim 1530B	.....	Own	Own	Non	8120
G.M.C. K-71T.	....	138	36x5	40x12	Own 71T	4½x6	32.4	L	F	P	Own	Own	Mar	G	Sim	Rem‡	Own	D	Own 71T	A	7	Own	Tim 6666	W	F	10.3	88.8	A	Tim 1630B	.....	Own	Own	Non	8880
G.M.C. K-101T.	....	138	36x5	40x14	Own 101T	4½x6	32.4	L	F	P	Own	Own	Mar	G	Sim	Rem‡	Own	D	Own 101T	A	7	Own	Tim 6760	W	F	11.6	100.4	A	Tim 1630B	.....	Own	Own	Non	8880
Harvey WFT.	3030	125	36x5	36x10	Bud ETU	4¼x5½	28.9	L	P	C	McC	Own	Str	G	Eis	Non	Ful	D	B-L 50	A	4	Spi	She W21	W	½	9.50	45.9	A	She D-370	Bea	Ros	Smi	Non	7030
Harvey WHT.	4050	125	36x6	36x12	Bud YTU	4½x6	32.4	L	P	C	McC	Own	Str	G	Eis	Non	Ful	D	B-L 60	A	4	Spi	She W-32	W	½	10.2	54.7	A	She 4FA20	Bea	Ros	Smi	Non	8900
Mack AB 5-Ton.	3400	122	36x4	36x4†	Own AB	4¼x5	28.9	L	S	P	Own	Own	Zen	G	Spl	L–N‡	Own	P	Own AB	J	4	Spi	Own AB	C	D	10.5	51.0	B	Own AB	Mer	Own	Day	Non	5200
Mack AC 7-Ton.	4950	128	36x5	40x5†	Own AC	5 x6	40.0	L	S	P	Own	Own	Zen	G	Spl	L–N‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	9.69	62.2	D	Own AC	Mer	Own	Day	Non	8700
Mack AC 10-Ton.	5500	128	36x6	40x6†	Own AC	5 x6	40.0	L	S	P	Own	Own	Zen	G	Spl	L–N‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	10.5	67.3	D	Own AC	Mer	Own	Day	Non	9150
Mack AC 13-Ton.	5750	128	36x6	40x12	Own AC	5 x6	40.0	L	S	P	Own	Own	Zen	G	Spl	L–N‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	11.5	74.2	D	Own AC	Mer	Own	Day	Non	9175
Mack AC 15-Ton.	6000	128	36x7	40x7†	Own AC	45x6	40.0	L	S	P	Own	Own	Zen	G	Spl	L–N‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	12.9	82.9	D	Own AC	Mer	Own	Day	Non	9500
Pierce-Arrow XB.	....	118	36x5	36x5†	Own XB	4 x5½	25.6	T	F	P	Non	Own	Str	P	Del	Del	Own	D	Own XB	A	4	Spi	Own XB	W	½	9.66	.....	A	.....	S.P	.....	.....	Non	6280
Pierce-Arrow WD.	....	118	36x6	36x6†	Own WD	4½x6¾	32.4	T	F	P	Non	Own	Str	P	Del	Del	Own	D	Own WD	A	4	Spi	Own WD	W	½	.....	.....	B	.....	S.P	.....	.....	Non	8490
Pierce-Arrow RF.	....	118	36x6	36x6†	Own RF	4½x6¾	32.4	T	F	P	Non	Own	Str	P	Del	Del	Own	D	Own RF	A	4	Spi	Own RF	W	½	10.0	.....	B	.....	S.P	.....	.....	Non	9540
Saurer.	6500	Opt	40x6‡	40x7†	Own	4 21/32x7 3/32	29.3	L	P	C	Own	Own	Own	G	Bos	Non	Own	D	Own	U	5	Own	Own F	W	F	7.87	50.0	B	Own	Own	Own	Own	.....	7500
Walter F.	....	....	40x7	40x8	Own DU	4½x6¼	32.4	L	P	C	Own	Own	Zen	V	Wes	N-E	M-E	D	Own F	U	5	Own	Own F	W	F	8.50	85.0	A	Own F	.....	Ros	Day	Non	8500
Walter FL.	....	Opt	40x6	40x8	Own FY	4 x5¾	25.6	L	P	C	Own	Own	Str	V	Wes	N-E	Own	D	Own FE	U	5	Own	Own FE	W	F	8.50	85.0	A	Own FE	.....	Ros	Day	Non	7700
Walter FR.	....	Opt	40x8	40x7†	Own DY	4½x6¾	32.4	L	P	C	Own	Own	Zen	V	Wes	N-E	Own	D	Own FR	U	5	Own	Own FR	W	F	8.50	85.0	A	Own FR	.....	Ros	Day	Non	9200

Manufacturers and Models Included in Specifications on Preceding Pages

Also Manufacturers of Buses as Listed in the Bus Table

Truck Manufacturers Who Distribute Nationally

Note: This grouping of the manufacturers has been made from the best information at hand. Manufacturers are invited to furnish us with further information in relation to their distribution which will enable us to make this grouping as correct as possible.

Acme—1, 2, 3, 3½, 4½, 6¼—Acme Motor Truck Co., Cadillac, Mich.
American-LaFrance—2½, 3½, 5—American-LaFrance Fire Engine Co., Inc., Elmira, N. Y.
Armleder—1½, 2½, 3½—O. Armleder Motor Truck Co., Cincinnati, Ohio.
Atterbury—1½, 2½, 3½, 5—Atterbury Motor Car Co., Buffalo, N. Y.
Autocar—1, 1¼, 1½, 2, 2½, 3, 4, 5, 6—Autocar Co., Ardmore, Pa.
Bessemer—1, 1½, 2½, 4—Bessemer Motor Truck Co., Plainfield, N. J.
Bethlehem—1, 2, 2½, 3½—Bethlehem Motors Corp., Allentown, Pa.
Bridgeport—1½, 2½, 4—Bus—Bridgeport Motor Truck Corp., Stratford, Conn.
Brockway—1, 1½, 2½, 3½, 5—Brockway Motor Truck Corp., Cortland, N. Y.
C. T.—½, ¾, 1, 2, 3, 3½, 5—Commercial Truck Co., Philadelphia, Pa.
Chevrolet—½, 1—Chevrolet Motor Co., G. M. C. Bldg., Detroit, Mich.
Clydesdale—1¼, 2½, 3½, 5, 7—Clydesdale Motor Truck Co., Clyde, Ohio.
Commerce—1, 1½, 2½—Commerce Motor Truck Co., Ypsilanti, Mich.
Day-Elder—1½, 2, 2½, 3, 4, 5-6—Day-Elder Motors Corp., Newark, N. J.
Defiance—1¼, 1½, 2, 3—Defiance Motor Truck Co., Defiance, Ohio.
Diamond T—¾, 1¼, 1½, 2½, 3½, 5—Diamond T Motor Car Co., Chicago, Ill.
Dodge—¾—Dodge Brothers, Detroit, Mich.
Duplex—1, 1½, 2, 2½, 3½—Duplex Truck Co., Lansing, Mich.
Double Drive—3—Double Drive Truck Co., Benton Harbor, Mich.
F. W. D.—3—Four-Wheel Drive Auto Co., Clintonville, Wis.
Fageol—2, 3, 4, 5—Fageol Motors Co., Oakland, Cal.
Federal—¾, 1, 1½, 2, 3½, 5, T.T.—Federal Motor Truck Co., Detroit, Mich.
Fifth Avenue—Fifth Avenue Coach Co., New York City.
Ford—1—Ford Motor Co., Highland Park, Mich.
Front Drive—1½—Double Drive Truck Co., Benton Harbor, Mich.
G. M. C.—1, 2½, 3½, 5—General Motors Truck Co., Pontiac, Mich.
Garford—1, 1½, 2½, 4, 5, 7½—Garford Motor Truck Co., Lima, Ohio.
Gary—1, 2, 2½, 3½, 5—Gary Motor Corp., Gary, Ind.
Graham—1, 1½—Graham Brothers, Detroit, Mich.
Gramm-Bernstein—1, 1¼, 1½, 2, 2½, 3½, 4, 5—Gramm-Bernstein Motor Truck Co., Lima, Ohio.
Gray—¾, 1—Gray Motor Corp., Detroit, Mich.
Indiana—1, 1½, 2, 2½, 3½, 5—Indiana Truck Corp., Marion, Ind.
International—1, 1½, 2, 3, 5—International Harvester Co. of America, Chicago, Ill.
Kelland—½, ¾, 1—Kelland Motor Car Co., Newark, N. J.
Kelly-Springfield—1½, 2½, 3½, 6—Kelly-Springfield Motor Truck Co., Springfield, Ohio.
Kissel—1, 1½, 2½, 4—Kissel Motor Car Co., Hartford, Wis.
Krebs—1¼, 2½, 5—Krebs Motor Truck Co., Bellevue, Ohio.
Lansden—¾, 1, 2, 3½, 5, 6—Lansden Company, Danbury, Conn.
Larrabee-Deyo—1¼, 1½, 2½, 3½—Larrabee-Deyo Motor Truck Co., Inc., Binghamton, N. Y.
Maccar—1¼, 1½, 2, 3, 4, 5—Maccar Truck Co., Scranton, Pa.
Mack—1½, 2, 2½, 3½, 5, 6½, 7½, T.T.—Mack Motors, Inc., New York, N. Y.
Mason Road King—1½—Mason Motor Truck Co., Flint, Mich.
Master—1¼, 1½, 2½, 3½, 5, 5½—Master Motor Truck Mfg. Co., Chicago, Ill.
Maxwell—1½—Maxwell Motor Co., Inc., Detroit, Mich.
Menominee—1, 1¼, 1½, 2, 3½, 5—Menominee Motor Truck Co., Clintonville, Wis.
Nash—1, 2, 2½—Nash Motors Co., Kenosha, Wis.
Northway—2, 3½—Northway Motors Corp., Natick, Mass.
O. B.—1, 2, 3, 5—O. B. Electric Vehicles, Inc., Long Island City, N. Y.
Oshkosh—2, 2½, 4—Oshkosh Motor Truck Mfg. Co., Oshkosh, Wis.
Overland—½—Willys-Overland Co., Toledo, Ohio.
Patriot—1, 2, 3—Patriot Mfg. Co., Havelock, Neb.
Penn—1, 2—Penn Motors Corp., Philadelphia, Pa.
Pierce-Arrow—2, 3, 4, 5, 6, 7½, T.T.—Pierce-Arrow Motor Car Co., Buffalo, N. Y.
Reo—1¼—Reo Motor Car Co., Lansing, Mich.
Republic—1¼, 1½, 2, 3, 4—Republic Motor Truck Co., Inc., Alma, Mich.
Rowe—2½, 3, 4, 5—Rowe Motor Mfg. Co., Lancaster, Pa.
Ruggles—¾, 1¼, 1½, 2, 2½—Ruggles Motor Truck Co., Saginaw, Mich.
Sandow—1, 1½, 2, 2½, 3½, 5—Sandow Motor Truck Co., Chicago Heights, Ill.
Schacht—1½, 2, 2½, 3, 4, 5—G. A. Schacht Motor Truck Co., Cincinnati, Ohio.
Selden—1¼, 1½, 2, 2½, 3½, 5—Selden Truck Corp., Rochester, N. Y.
Service—1¼, 1½, 2, 3, 4, 6—Service Motors, Inc., Wabash, Ind.
Signal—1, 1½, 2½, 3½, 5, 6—Signal Truck Corp., Detroit, Mich.
Standard—1¼, 1½, 2½, 3½, 5—Standard Motor Truck Co., Detroit, Mich.
Sterling—1½, 2, 2½, 3½, 5, 7½—Sterling Motor Truck Co., Milwaukee, Wis.
Stewart—1, 1¼, 1½, 2, 2½, 3½—Stewart Motor Corp., Buffalo, N. Y.
Transport—1, 1½, 2, 3½, 5—Transport Truck Co., Mt. Pleasant, Mich.
Traylor—1½, 2, 3, 5—Traylor Eng. & Mfg. Co., Allentown, Pa.
United—1, 1½, 2, 2½, 3, 3½—United Motor Products Co., Grand Rapids, Mich.
Walker—½, 1, 2, 3½, 5—Walker Vehicle Co., Chicago, Ill.
Ward—750 lb. to 7 Ton—Ward Motor Vehicle Co., Mt. Vernon, N. Y.
White—¾, 2, 3½, 5—White Co., Cleveland, Ohio.
Yellow Cab—½, 1—Yellow Cab Mfg. Co., Chicago, Ill.

Truck Manufacturers Who Distribute Locally

Acorn—2½—Acorn Motor Truck Co., Chicago, Ill.
Acason—2, 3, 4, 5—The Acason Corp., Detroit, Mich.
Ace—1½, 3—American Motor Truck Co., Newark, Ohio (receiver).
Available—1½, 2, 2½, 3½, 5—Available Truck Co., Chicago, Ill.
Betz—1, 2½—Betz Motor Truck Co., Hammond, Ind.
Brinton—1½, 2½—Brinton Motor Truck Co., Philadelphia, Pa.
Buffalo—2, 3—Buffalo Truck and Tractor Corp., Clarence, N. Y.
Casco—1—Casco Motors, Inc., Sanford, Me.
Chicago—1½, 2½, 3½, 5—Chicago Motor Truck, Inc., Chicago, Ill.
Clinton—1¼, 2, 3, 4, 5 to 7—Clinton Motors Corp., Reading, Pa.
Columbia—1½, 2½, 3—Columbia Motor Truck Co., Pontiac, Mich.
Concord—1, 2, 2½, 3—Abbott-Downing Truck & Body Co., Concord, N. H.
Corbitt—¾, 1, 1½, 2, 2½, 3, 4, 5—Corbitt Motor Truck Co., Henderson, N. C.
De Martini—1½, 2, 3, 4—De Martini Motor Truck Co., San Francisco, Cal.
Diehl—1, 1½—Diehl Motor Truck Works, Philadelphia, Pa.
Dixon—1½, 2, 2½, 3½—Dixon Motor Truck Co., Altoona, Pa.
D-Olt—1, 1½, 2, 2½, 5—D-Olt Motor Truck Co., Inc., Long Island City, N. Y.
Dorris—1, 2, 3½—Dorris Motor Car Co., St. Louis, Mo.
Eagle—1¼, 2—Eagle Motor Truck Corp., St. Louis, Mo.
Fulton—1, 2—Fulton Motors Corp., Farmingdale, N. Y.
G. W. W.—1½, 2—Wilson Truck Mfg. Co., Henderson, Iowa.
Gotfredson—1, 1½, 2, 3, 4, 5—Gotfredson Truck Corp., Ltd., Walkerville, Ont.
Grass Premier—1, 1½, 2, 2½, 3½—Grass Premier Truck Co., Sauk City, Wis.
Guilder—1½, 2, 3, 4, 5, 6—Guilder Engineering Co., Poughkeepsie, N. Y.
Harvey—2, 2½, 3½, 6, 10—Harvey Motor Truck Co., Harvey, Ill.
Hawkeye—1, 1½, 2, 3½—Hawkeye Truck Co., Sioux City, Iowa.
Hug—1½, 2—The Hug Co., Highland, Ill.
Hurlburt—1½, 2½, 3½, 5, 7—Harrisburg Mfg. & Boiler Co., Harrisburg, Pa.
Independent—1, 1½, 2½—Independent Motor Truck Co., Inc., Davenport, Ia.
Jumbo—1½, 2, 2½, 3, 3½, 5—Nelson Brothers Co., Saginaw, Mich.
Kalamazoo—Kalamazoo Motor Corp., Kalamazoo, Mich.
Kankakee—2½—Kankakee Motor Truck Co., Kankakee, Ill.
Kearns—1, 1½, 2, 3½, 5—Kearns-Dughie Motors Co., Danville, Pa.
Kenworth—1½, 2½, 3½—Kenworth Motor Truck Corp., Seattle, Wash.
Kimball—2, 2½, 4, 5—Kimball Motors Corp., Los Angeles, Cal.
King Zeitler—1, 1½, 2½, 3½, 5—King Zeitler Co., Chicago, Ill.
Kleiber—1½, 2½, 3½, 5—Kleiber Motor Truck Co., San Francisco, Cal.
Lange—1½, 2½, 3½—Lange Motor Truck Co., Pittsburgh, Pa.
Luedinghaus—1, 1½, 2½, 3½, 5—Luedinghaus-Espenschied Wagon Co., St. Louis, Mo.
Moreland—1, 1½, 2, 3, 5—Moreland Motor Truck Co., Burbank, Cal.
National—¾, 1¼, 1½, 2, 2½, 3, 3½, 4—National Steel Car Corp., Ltd., Hamilton, Ont., Canada.
Nelson-LeMoon—1, 1½, 2½, 3½, 5—Nelson & LeMoon, Chicago, Ill.
Netco—2, 2½, 3, 4—New England Truck Co., Fitchburg, Mass.
Noble—1, 1½, 2, 2½, 3, 3½, 4—Noble Motor Truck Co., Kendallville, Ind.
Ogden—1, 1½, 2½, 3½, 5—Ogden Truck Co., Chicago, Ill.
O. K.—1, 1½, 2, 2½, 3½—Nolan Truck Co., Okay, Okla.
Old Reliable—2½, 3½, 5, 6—Old Reliable Motor Truck Co., Chicago, Ill.
Olympic—2½—Olympic Motor Truck Co., Tacoma, Wash.
Oneida—2, 2½, 3½, 5—Oneida Manufacturing Co., Green Bay, Wis.
Parker—1, 1½, 2, 2½, 3, 3½, 5—Parker Motor Truck Co., Milwaukee, Wis.
Perfection—¾, 1¼, 2, 3, 4½, 5—Perfection Truck Co., Minneapolis, Minn.
Philadelphia Motor Coach—Phila. Motor Coach Co., Phila., Pa.
Pioneer—1—Pioneer Truck Co., Chicago, Ill.
Pittsburgher—2, 3, 3½—Pittsburgh Truck Mfg. Co., Pittsburgh, Pa.
Power—1½, 2½, 3½—Power Truck & Tractor Co., St. Louis, Mo.
Rainier—¾, 1, 1½, 2, 2½, 3½, 5—Rainier Motor Corp., Long Island City, N. Y.
Red Ball—3—Red Ball Transit Co., Indianapolis, Ind.
Rumely—1½—Advance Rumely Thresher Co., Laporte, Ind.
Sanford—1, 1½, 2½, 3½, 5—Sanford Motor Co., Syracuse, N. Y.
Saurer—6½, T.T.—Adolph Saurer, Inc., New York, N. Y.
Steinmetz—Steinmetz Electric Motor Car Corp., Arlington, Baltimore, Md.
Stoughton—1¼, 1½, 2, 3—Stoughton Wagon Co., Stoughton, Wis.
Super Truck—2½, 5—O'Connell Motor Truck Co., Waukegan, Ill.
Traffic—1½, 2, 3—Traffic Motor Truck Corp., St. Louis, Mo.
Triangle—1, 1½, 2, 2½—Triangle Motor Truck Co., St. Johns, Mich.
Twin City—2, 2½—Minneapolis Steel & Machinery Co., Minneapolis, Minn.
Union—1½, 2½, 3, 4, 5—Union Motor Truck Co., Bay City, Mich.
U. S.—1¼, 1½, 2½, 3, 4, 5—United States Motor Truck Co., Cincinnati, Ohio.
Wachusett—1, 1½, 2, 2½—Wachusett Motors, Inc., Fitchburg, Mass.
Walker Johnson—1½, 3—Walker Johnson Truck Co., Woburn, Mass.
Walter—T.T.—Walter Truck Co., Long Island City, N. Y.
Ward La France—2½, 3½, 5—Walker Motors, Inc., New York, N. Y.
Wichita—1, 2, 3, 4—Wichita Falls Motor Co., Wichita Falls, Texas.
Wilcox—1, 1½, 2½, 3½, 5—Wilcox Trux, Inc., Minneapolis, Minn.
Witt-Will—1½, 2, 2½, 3, 4—Witt-Will Co., Inc., Washington, D. C.

DETAILED MOTOR

This Table Comprises Motor Bus Chassis Which Are Designed

For Other Chassis Which Are Recommended and Adaptable for Bus Use See Models

Line Number	MAKE AND MODEL	GENERAL								ENGINE								ELECTRICAL SYSTEM					NORMAL SPEED	
		Seating Capacity	Chassis Price	Weights			Wheelbase	Tread		Make and Model	Number of Cylinders Bore and Stroke	Rated Horse Power N.A.C.C.	Valve Arrangement	Oiling System	Radiator Make	Fuel System		Ignition System Make	Generator and Starter Make	Battery			High W. P. H.	Low M. P. H.
				Chassis Only	Chassis with Body	Recommended Body Allowance		Front	Rear							Carburetor Make	Fuel Feed			Make	Model	Voltage and Amp. Hr. Cap.		
1	Acme K	30	....	6900	9900	3000	200	58½	74	Cont 6B	6–3¾x5	33.7	L	PC	Own	Zen	V	Eis	Del	Wil	SJRT4	6–111	30	5.7
2	Bridgeport 45	30	3850	5500	.....	....	178	60	72	Buda EBU	4–4¼x5½	28.9	L	PC	.....	Zen	V	Eis	Bos	Wil	.....	6–120	....	....
3	Brockway EB	20	....	3200	.....	....	156	56	56	Wisc SU	4–4 x5	25.6	I	PC	G&O	Zen	V	Eis	L-N	Exi	.....	6–105	....	....
4	Brockway J3	25	....	6400	9280	2880	185	66½	71	Cont 6B	6–3¾x5	33.7	L	PC	.....	Zen	V	Eis	L-N	Exi	.....	12–220	25	5.0
5	Clinton 65B	30	4075	5925	8700	2725	184	58½	58½	Bud EBU	4–4¼x5½	28.9	L	PC	Own	Zen	V	Bos	Bos	Pol	611SHK	6–90	30	3.0
6	Day-Elder 20	20	....	5200	.....	2500	168	56	58	Cont K4	4–4⅛x5¼	27.2	L	FP	Bus	Zen	V	Eis	Bos	Wil	SJRT6	6–153	35	10.0
7	Day-Elder 25	25	....	5600	.....	3000	180	58	58½	Buda EBU	4–4½x5½	28.9	L	PC	Bus	Zen	V	Eis	Bos	Wil	SJRT6	6–153	35	7.0
8	Day-Elder 30	30	....	6000	.....	3500	192	68½	74	Cont 6B	6–3¾x5	33.7	L	PC	Bus	Zen	V	Eis	Bos	Wil	SJRT6	6–153	35	7.0
9	Duplex FB	23	....	5500	.....	3000	181	58	72	Buda EBUI	4–4¼x5½	28.9	L	PC	Mod	Zen	V	Eis	Wes	Pol	.....	6–220	35	10.0
10	Fageol	22	5375	....	8700	....	218	70	71	HaS 50	4–4¼x5½	28.9	I	PC	Lon	Zen	V	Del	Del	Exi	.....	12–	35	6.0
11	Fageol	29	5825	....	9600	....	218	70	76½	HaS 75	6–4⅛x5½	43.0	I	PC	Lon	Zen	V	Del	Del	Exi	.....	12–	30	7.0
12	Federal	18	....	4200	.....	1800	160	56	59½	Cont 6M	4–3⅜x4½	27.3	L	PC	Lon	Zen	V	Eis	Rem	Exi	3LXRE	6–185	35	7.0
13	Federal	25	....	5450	.....	2500	190	60	60	Cont 6B	4–3¾x5	33.7	L	PC	Mod	Zen	V	Eis	Rem	Exi	3LXRE	6–185	35	6.0
14	Fifth Ave. J	29	6900	5660	8235	2575	172	68¼	71¼	Yell EZ	4–4 x6	25.6	X	PC	Own	Zen	V	Eis	N-E	Wil	STRN27	12–90	30	7.5
15	Fifth Ave. L	51	8860	6670	.....	.....	174¾	67	77½	Yell EZ	4–4 x6	25.6	X	PC	Own	Zen	G	Eis	N-E	Wil	STRN27	12–90	....	....
16	Garford 51D	29	....	6500	9900	3400	187	68	75¾	Buda YBU	4–4½x6	32.4	L	PC	Own	Str	V	Spl	Rem	Wil	STRN6	6–190	35	5.0
17	Garford 726	25	....	4800	7800	3000	168	56	65½	Buda EBU	4–4¼x5½	28.9	L	PC	Own	Str	V	Spl	Rem	Wil	STRN6	6–190	35	5.4
18	Guilder 30	30	4500	5600	8800	3600	191	64	70	Bud EBU	4–4¼x5½	....	L	FP	G&O	Zen	V	Eis	L-N	Wil	SJRT28	12–104	30	5.0
19	International 33	18	....	....	.....	....	150	56	56½	Own 33	4–4¾x5	22.5	I	Sp	.....	Own	G	Bos	Rem	Pol	.....	6–100	19	....
20	International 53	29	....	....	.....	....	190	64½	65	Own 53	4–4¼x5	28.9	I	Sp	.....	Own	V	Bos	Rem	Pol	.....	6–200	34	....
21	Kissel	18	4500	5200	7780	2400	202	64½	66	Own 4–36	4–4¼x5½	28.9	L	Sp	Spa	Str	V	Bos	Rem	Wil	SJRT6	6–153	40	....
22	Larrabee X-2	16	1910	3450	4850	1400	155	56	56	Cont 8R	6–3¾x4½	27.3	L	PC	Fed	Zen	V	Bos	Bos	Exi	3XE15	6–80	40	8.0
23	Larrabee XH3	21	3600	4670	7670	3000	186	62	66	Cont 6B	6–3¾x5	33.7	L	PC	Fed	Zen	V	Bos	Bos	Exi	36XRE25	6–240	35	7.0
24	Mack AB	25	4435	6075	9075	3000	195	58½	60¼	Own AB	4–4¼x5	28.9	L	PC	Own	Zen	V	Spl	L-N	Exi	6LXRE13	12–120	33	8.0
25	Master	30	....	6000	9500	3500	194	59	59	Buda EBU	4–4¼x5½	28.9	L	PC	Chi	Zen	V	Eis	Wes	Wil	.....	12–	25	5.0
26	Menominee T	16	2600	3850	3850	....	175	56	56	Wisc Y	6–3⅜x5	....	H	....	.....	Zen	V	Bos	Bos	Wil	SJRT6	6–153	38	....
27	Menominee DB	25	4400	5900	9100	3200	186	68	73	Wisc TAU	4–4 x6	25.6	L	PC	Own	Zen	V	Eis	Bos	Wil	SJRT6	6–153	32	6.0
28	Moreland RC	16	2280	3850	5850	2000	180	56	57¼	Herc OBX	4–4 x5	25.6	L	PC	Own	Zen	V	Spl	A-L	Hob	6HTXR15A	6–140	25	....
29	Moreland EC	20	3780	4590	7590	3000	178	61	58	Cont K4	4–4⅛x5¼	27.3	L	FP	Own	Sch	V	Spl	Spl	Hob	6HTXR15A	6–140	25	....
30	Moreland AC	25	4700	5660	9160	3500	187	68	69	Cont L4	4–4½x5½	32.5	L	FP	Own	Sch	V	Spl	Spl	Hob	6HTXR15A	6–140	25	....
31	Parker B23B	16	1400	2700	4600	1900	131	58	58	Buda WTU	4–3⅜x5⅛	22.5	L	PC	Own	Zen	V	Wes	Wes	Glo	611	6–80	35	9.0
32	Parker E24B	18	2500	3600	5800	2300	150	58	58	Wisc SU	4–4 x5	25.6	I	PC	Own	Zen	V	Wes	Wes	Glo	611	6–80	40	10.0
33	Phila. Motor Coach P	65	6500	8750	14650	5900	216	72	75	Own P	6–4 x6	38.4	I	FP	G&O	Zen	V	N-E	N-E	Exi	6MVE13	12–180	25	....
34	Pierce-Arrow Z	30	4750	6400	.....	....	220	68	75⅝	Own	4 x5½	38.0	T	FP	.....	Own	P	Del	Wes	Wil	.....	.....	50	3.0
35	Reo W	21	2350	3650	7150	2500	176	56	57¼	Own W	6–3 1/16x5	24.3	I	PC	Own	Sch	V	N-E	N-E	Wil	SJRT6	6–153	37	10.0
36	Republic 81	15	....	.....	.....	1800	185	60	58	Lyc	4–3¾x5	....	L	FP	Own	Str	V	Bos	Bos	USL	.....	6–109	35	....
37	Selden 52	30	....	7200	10200	3000	195	68	74	Cont L4	4–4¼x5½	32.4	L	FP	Lon	Str	V	Bos	N-E	Pol	615KPN	12–	25	6.2
38	Selden	.....	.....	7200	10200	3000	195	68	74	Cont 6B	6–3¾x5	33.8	L	PC	Lon	Zen	V	Eis	N-E	Pol	615KPN	12–300	35	6.2
39	Ultimate BU	30	5600	.....	.....	....	198	66½	69	Buda YBU	4–4½x6	32.4	L	PC	.....	Str	V	Eis	N-E	Wes	.....	12–378	....	....
40	White 50A	25	4950	5395	.....	....	198	58½	67⅜	Own 50A	4–4¼x5¾	28.9	L	FP	.....	Zen	V	.....	L-N	Opt	.....	12–	....	....
41	Yellow Coach Z	67					192	71	73½	Yell EZ	4–4 x6	25.6	X	PC		Zen	V							

*—Pneumatic
†—Dual Pneumatic
‡—Solid
§—Dual Solid
A-K—Atwater-Kent
A-L—Auto-Lite
Arc—Archibald
B&B—Borg & Beck
Bim—Bimel
B-L—Brown-Lipe
Bud—Budd
Buda—Buda
Blo—Blood
Bos—Bosch
Bus—Bush
Cla—Clark
Col—Columbia
Cont—Continental
D—Multiple Dry Disk
Day—Dayton
Del—Delco
E-D—External Driveshaft
Dtl—Detlaff
E-R—External Rear Wheel
Eis—Eisemann
Exi—Exide
F—Full Floating
½—½ Floating
Fed—Fedders
Fli—Flint
Ful—Fuller
FP—Full Pressure to all Bearings, including wrist pins
G—Gravity
Glo—Globe
Gem—Gemmer
G&O—G & O
Hob—Hobbs
Hink—Hinkley
HaS—Hall Scott
Herc—Hercules
I—In Head
Ig—Internal Gear
I-F—Internal Four Wheels
Ind—Indestructible
I-R—Internal Rear Wheels
Joh—Johnson

ELECTRIC COM

Name and Model Number	Total Weight Resting on Four Tires	Chassis Weight—Exclusive of Battery	Minimum Load Capacity	Maximum Load Capacity	Chassis Price	Maximum Speed	Location of Battery	Mileage Per Charge	Motor	Controller	Speeds Forward	Drive	Rear Axle	Springs	Front Tires	Rear Tires	Steering Gear	Wheelbase	Per Cent of Weight on Rear Wheels
Autocar E 1F	.....	.....	.....	.....	2400	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x4	34x5	Ross	107	60
Autocar E 2D	.....	.....	.....	.....	2800	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x5	34x6	Ross	120	60
Autocar E 3H	.....	.....	.....	.....	3200	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x5	36x8	Ross	128	60
Autocar E 4Y	.....	.....	.....	.....	4000	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x6	36x6§	Ross	138	60
Autocar E 5M	.....	.....	.....	.....	4300	.....	.....	.....	G-E	G-E	...	R	Own	Row	36x7	36x7§	Ross	138	60
C-T D-1	5400	2200	.....	.....	.....	14	A	55	G-E	Own	4	Own	Flot	Shel	36x3	36x3½	W	100	69
C-T B-1.5	6100	2300	.....	.....	.....	14	A	60	G-E	Own	4	Own	Flot	Shel	36x3	36x4	W	91⅝	65
C-T D-1.5	6200	2300	.....	.....	.....	14	A	60	G-E	Own	4	Own	Flot	Shel	36x3	36x4	W	116	71
C-T B-2	7300	2400	.....	.....	.....	14	A	50	G-E	Own	4	Own	Flot	Shel	36x3½	36x5	W	101	68
C-T D-2	7300	2400	.....	.....	.....	14	A	50	G-E	Own	4	Own	Flot	Shel	36x3½	36x5	W	124	70
C-T B-4	11750	4000	.....	.....	.....	12	A	50	G-E	Own	4	Own	Flot	Shel	36x4	36x4†	W	116	68
C-T C-6	14400	4300	.....	.....	.....	10	A	45	G-E	Own	4	I	D	Shel	36x4	36x4†	W	122	70
C-T C-7	16900	5000	.....	.....	.....	10	A	45	G-E	Own	4	I	D	Shel	36x5	36x5†	W	126	65
C-T A-7	17700	5800	.....	.....	.....	11	A	45	G-E	Own	4	I	D	Shel	36x6	36x4†	W	122	60
C-T A-10	22250	6500	.....	.....	.....	10	A	45	G-E	Own	4	I	D	Shel	36x7	36x5†	W	132	59
Kelland AT	.....	1950	1000	1500	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BT	.....	2050	1500	2000	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CT	.....	2150	2000	2500	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	102	60
Kelland AH	.....	2500	1000	1500	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3	36x3	Hin	106	60
Kelland BH	.....	2600	1500	2000	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x3½	Hin	106	60
Kelland CH	.....	2700	2000	2500	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x4	Hin	106	60
Kelland ATS	.....	2200	1000	1500	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BTS	.....	2300	1500	2000	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CTS	.....	2400	2000	2500	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	114	60
Lansden Century	.....	1700	.....	1250	1600	15	S	50	G-E	Own	4	R	Flot	SP	32x4½	32x4½	Lav	108	50
Lansden Century	.....	1950	.....	2000	1850	15	S	50	G-E	Own	4	R	Flot	SP	33x5	33x5	Lav	112	50
Lansden Marathon	.....	2900	.....	2000	1850	12	A	50	G-E	Own	4	C	D	SP	36x3½	36x4	.....	108	60
Lansden Marathon	.....	4400	.....	4000	2250	11	A	50	G-E	Own	4	C	D	SP	36x4	36x3½†	.....	120	60

BUS SPECIFICATIONS

and Sold Exclusively for Passenger Transportation

Having Sign (§) in the "COMMERCIAL CAR SPECIFICATIONS"

	TRANSMISSION				REAR AXLE								MISCELLANEOUS				DIMENSIONS (In.)				
	Clutch	Gearset			Universal				Gear Ratio					Tires (in.)					Overall		
Line Number	Type and Make	Make and Model	Location	Number of Forward Speeds	Make	Make and Model	Final Drive	Type	Total in High	Total in Low	Service Brake Type & Location	Front Axle Make and Model	Steering Gear Make	Front	Rear	Wheels—Make	Rims—Make	Floor Height	Turning Radius	Length	Width	Clearance from Ground
1	P. B. & B.	Cot RU	U	4	Blo	Tim 6511	Wo	F	6.8	36.3	I-R	Tim 1540B	Ros	36x6*	36x6†	Bud	Fir	27	38	312	90	5
2	D. B. L.	B. L. 50	U	4	Spi	Tim 6560	Wo	F	6.7	.....	I-R	She Spec	Ros	36x6*	36x6†	Bud	.....	31½	.....	.....	.....	.....
3	D. B. L.	B. L. 35	U	4	Spi	Col 52028	SP	F	5.1	.....	E-R	Col 5084	Gem	30x5*	32x6*	Ind	Fir	28½	.....	.....	.....	.....
4	D. B. L.	B. L. 55	U	4	Spi	Cla 3D	Ig	F	7.0	.....	E-D	Shu 610B	Gem	36x6*	36x6†	Sew	Fir	27½	31⅜	295¼	84	10
5	D. B. L.	B. L. 55	S	4	M-E	Tim 6560	Wo	F	6.5	34.8	I-R	Tim1544B	Ros	36x6*	36x6†	Bud	Fir	30	37	270	75½	9½
6	D. B. L.	B. L. 35	U	3	Spi	Tim 6462	Wo	½	6.5	21.8	I-R	Col 7018	Gem	36x6*	38x7*	Van	Fir	32	30	237	70½	11
7	D. B. L.	B. L. 51	U	4	Spi	Tim 6566	Wo	F	6.7	36.1	I-R	Tim 1544	Gem	36x6*	40x8*	Van	Fir	32	30	260	75½	11
8	D. B. L.	B. L. 51	U	4	Spi	Tim 6511S	Wo	F	6.8	36.4	I-R	Shu 610	Gem	36x6*	36x6*	Van	Fir	25	27	271½	90	6½
9	D. B. L.	B. L.	U	4	Pet	Vul 4	Wo	F	6.5	32.1	I-R	Shu	Ros	34x5	34x5†	Mot	Fir	27	28	268	82	9
10	D. B. L.	B. L. 50	U	4	Spi	Tim 6511	Wo	F	4.6	19.7	I-F	Tim 1524	Ros	36x6*	38x7	Bud	.....	19¾	38	306	84	7½
11	D. B. L.	B. L. 50	U	....	Spi	Tim 6511	Wo	F	4.6	19.7	I-R	Tim 4550	Ros	38x7*	36x6†	Bud	.....	19¾	38	312	89	7½
12	P. B. & B.	Own	S	4	Spi	Tim 6460	Wo	½	6.5	32.5	-R	Own	Gem	35x5*	34x7*	Smi	Fir	28	28	245	.....	10
13	P. B. & B.	Det R400	S	4	Spi	Tim 6560	Wo	F	6.7	39.8	.....	Own	Gem	36x6*	36x8*	Smi	Fir	30	28	266⅜	.....	10
14	P. Own	Own J	S	4	Sne	Tim 6412	Wo	½	5.4	21.6	I-R	Tim 1523	Ros	34x5	34x7	Own	.....	29½	31	277	87½	7
15	P. Own	Own L	S	4	Sne	Own L	Ig	F	6.6	.....	E-D	Own L	Ros	36x5‡	36x5§	Own	.....	26	.....	.....	.....	.....
16	D. Own	Own 51D	S	4	Spi	Tim 6511G	Wo	F	5.4	26.1	I-R	Tim 1550	Ros	36x6*	36x6†	Day	Fir	28¼	30	295	91	7
17	D. Own	Own 726	S	4	Spi	Tim 6560	Wo	F	5.4	21.6	I-R	Own	Ros	32x6*	32x6†	Bud	Fir	32	30	236	78½	7½
18	D. B. L.	B. L. 51	U	4	M-E	Wis 68C	R	....	5.8	.....	E-D	Shu 5550B	Ros	36x6	36x6†	Bud	.....	26	70	300	83	11
19	D. Own	Own 33	U	3	Own	Own 33	Ig	F	.....	.....	I-R	.....	Own	36x4	36x6	Own	.....	.....	.....	.....	.....	.....
20	D. Own	Own 53	U	4	Own	Own 53	Ig	F	.....	.....	I-F	.....	Own	36x6*	36x6†	Bud	.....	34½	.....	.....	.....	.....
21	D. B. L.	B. L. 35	U	4	Spi	Wis 60B	R	....	5.8	19.0	-R	Shu 610	Ros	34x7*	34x7*	Whi	Gdy	24	.....	252	76	8
22	D. B. L.	B. L. 31	U	3	Sne	Sal D	Be	¾	7.7	27.6	E-R	Sal	Gem	34x5	34x5	Ind	Fir	29	27	220	70	11
23	D. B. L.	B. L. 31	U	3	Spi	She	W	½	5.5	26.4	I-R	Shu5550B	Ros	32x6	32x6†	Bud	.....	25	28	262	86	9
24	D. Own	Own AB	U	4	Spi	Own AB	R	F	5.8	19.3	I-R	Own AB	Own	32x6*	32x6*	Bud	.....	25¼	37½	300	88	6½
25	D. Ful	Ful GU7	U	4	Spi	Wal 25A	R	F	7.6	37.0	-R	Shu 610	Ros	36x6	40x8	StM	Fir	26	33½	.....	.....	.....
26	D. Det	Cot AU	U	3	Spi	Col 52000	SP	F	.....	.....	E-F	.....	Lav	32x6*	32x6†	Whi	.....	23½	.....	.....	.....	.....
27	D. B. L.	Cot AU	U	4	Spi	Wis 120K	R	½	6.1	32.0	I-R	Tim 1550	Ros	36x6*	36x6†	Ind	Fir	26	30	256	86	10
28	D. B. L.	B. L. 30	U	3	Pet	Tim 5512	Wo	½	5.5	22.0	E-R	Tim 1250	Ros	32x6	32x6	Own	Gdy	23½	.....	.....	.....	7
29	D. B. L.	B. L. 51	U	4	Pet	Tim 6410	Wo	½	6.0	32.1	I-R	Tim 1550	Ros	34x5*	34x5†	Bud	.....	24½	.....	.....	.....	8½
30	D. B. L.	B. L. 51	U	4	Pet	Tim 6511	Wo	F	6.0	32.1	I-R	Tim 1550	Ros	36x6*	36x6†	Bud	.....	25½	.....	.....	.....	9
31	D. Ful	Ful SU2	U	3	Blo	Fli 72BA	Be	F	5.5	22.0	E-R	Fli 72BA80	Lav	32x6*	32x6*	Whi	Fir	30	21	204	66	10
32	D. Ful	Ful SU2	U	3	Blo	Fli 72BA	Be	F	4.9	20.0	E-R	Con 600	Lav	32x6*	32x6*	Whi	Fir	28	25	218	66	10
33	D. B. L.	B. L. 60	U	4	Spi	Atl LC-IR	Ig	D	7.0	28.0	-R	Shu 650B	Ros	34x6‡	34x6†	Ind	.....	20⅛	25	333⅜	90	8
34	Own	.....	A	4	Spi	.....	Wo	F	6.0	32.0	-D	.....	.....	36x6	32x6†	Bud	.....	28	40	303	89 11/16	8
35	Own	Own W	S	3	Own	Own W	SP	½	5.7	21.0	E-R	Own W	Own	30x5	30x5†	Bud	.....	25¼	31	197	87	8
36	Ful	Ful	U	3	Spi	Tor	Ig	D	6.2	25.0	E-D	Own	Jac	34x7	34x7	Van	Fir	21	.....	270½	67¼	6½
37	D. B. L.	B. L.	S	4	Spi	Tim	Wo	F	7.7	31.0	I-R	Tim	Gem	36x5	36x5	Arc	Fir	29½	33	309	91	7
38	D. B. L.	B. L.	S	4	Spi	Tim	Wo	F	7.7	31.0	-R	Tim	Gem	36x5	36x5	Arc	Fir	29½	33	309	91	7
39	D. B. L.	B. L.	U	4	Spi	Tim 6511A	Wo	½	6.5	.....	I-R	.....	Ros	36x6*	36x6†	Bud	.....	.....	.....	.....	.....	.....
40	Own	Own 50A	U	4	Spi	Own 50A	R	½	5.6	23.3	-R	Own 50A	Own	36x6	36x6†	Bud	Fir	28¼	36	274¾	81⅛	9 11/16
41	P. Own	Own 2	S	4	.....	Own Z	Wo	½	6.2	.....	I-F	.....	Own	34x5†	34x5§	.....	.....	.....	.....	.....	.....	.....

Kel—Kells
L—L-Head
Lav—Lavine
L-N—Leece Neville
Lon—Long
M&E—Merchant & Evans
McC—McCord
Mot—Motor Wheel Corp.
N-E—North-East
NP—No Provision
Opt—Optional
P—Single Plate
Pet—Peters
PC—Pressure to all Crankshaft & connecting Rod Bearings—Splash to other parts
Pol—Prest-O-Lite
R—Double Reduction
Ros—Ross
Rem——Remy
R&V—R & V Knight
Sal—Salisbury
Sew—Sewell
Sne—Snead
SP—Spiral Bevel
S—Separate Unit
Spi—Spicer
She—Sheldon
Spa—Sparton
StM—St. Marys
Shu—Shuler
Str—Stromberg
Sp—Splash
Tim—Timken
U—Unit with Engine
Van—Van Motor Wheels
V—Vacuum
Wal—Walker
Whi——Whitcomb
Wes—Westinghouse
Wil—Willard
Wisc—Wisconsin
Wis—Wisconsin
Wo—Worm
X—Sleeve Valve
Yell—Yellow
Zen—Zenith

MERCIAL CARS

Name and Model Number	Total Weight Resting on Four Tires	Chassis Weight—Exclusive of Battery	Minimum Load Capacity	Maximum Load Capacity	Chassis Price	Maximum Speed	Location of Battery	Mileage Per Charge	Motor	Controller	Speeds Forward	Drive	Rear Axle	Springs	Front Tires	Rear Tires	Steering Gear	Wheelbase	Per Cent of Weight on Rear Wheels
Lansden ME	.....	5700	.....	7000	2950	10	A	45	G-E	Own	4	C	D	SP	36x5	36x5†	.....	133	60
Lansden MF	.....	7500	.....	10000	3350	9	A	40	G-E	Own	4	C	D	SP	36x6	36x6†	.....	146	60
O. B. A	.....	.....	.....	.....	2175	14	.....	.....	G-E	Own	...	C	D	.....	36x3½	36x4	Own	103	.....
O. B. B	.....	.....	.....	.....	2650	13	.....	.....	G-E	Own	...	C	D	.....	36x4	36x3½†	Own	107	.....
O. B. C	.....	.....	.....	.....	3750	11	.....	.....	G-E	Own	...	C	D	.....	36x5	36x4 †	Own	135	.....
O. B. D	.....	.....	.....	.....	3950	10	.....	.....	G-E	Own	...	C	D	.....	36x6	36x5 †	Own	143	.....
Steinmets 10	.....	2000	.....	.....	.....	16	H&S	52	Diehl	Own	4	R	Russ	Shel	32x4½	32x4½	Lav	106	60
Steinmets 15	.....	2300	.....	.....	.....	16	H&S	55	Diehl	Own	4	R	Russ	Shel	33x5	33x5	Lav	114	60
Walker 12	.....	1900	.....	1000	.....	15	.....	50	G-E	West	4	.....	Tim	Det	32x3	32x3½	Ross	104	66
Walker 15	.....	2600	.....	1500	.....	15	.....	50	West	West	5	Own	Own	Math	34x3	36x3½	Ross	94	66
Walker 22	.....	2800	.....	2000	.....	14	.....	50	West	West	5	Own	Own	Math	34x3½	36x4	Ross	101	66
Walker 42	.....	3800	.....	4000	.....	13	.....	50	West	West	5	Own	Own	Math	36x4	36x6	Ross	114	66
Walker P	.....	5600	.....	7000	.....	11	.....	40	West	West	5	Own	Own	Math	36x5	38x5†	Ross	131	66
Walker N	.....	6400	.....	10000	.....	10	.....	40	West	West	5	Own	Own	Math	36x6	38x6†	Ross	141	66
Walter HD	6800	2300	.....	2000	2200	16	A	60	Diehl	G-E	5	B	.....	.....	32x3½	32x4	Ross	98	60
Walter EN	13200	4400	.....	5000	3100	15	A	50	G-E	G-E	5	Own	D	.....	36x4	36x7	Gem	114	60
Walter EL	16800	5000	.....	7000	3700	13½	A	50	G-E	G-E	5	Own	D	.....	36x5	36x4	Gem	132	60
Walter ES	23600	7200	.....	11000	4500	12	A	50	G-E	G-E	5	Own	D	.....	36x6	40x6	Ross	150	70
Walter ER	28400	7500	.....	15000	4800	11	A	50	G-E	G-E	5	Own	D	.....	36x7	40x7	Ross	150	70
Ward A211	4500	1650	550	1150	.....	15	S	75	G-E	Own	4	W	Shel	Shel	32x4*	33x4½*	Own	88	56
Ward B-222	6000	2300	1010	1700	.....	14	S	84	G-E	Own	4	W	Shel	Shel	32x3½*	32x4*	Own	91	62
Ward C-211	8000	2670	2170	2880	.....	13	S	65	G-E	Own	4	W	Shel	Shel	32x3½*	34x5*	Own	96	64
Ward E-211	12000	3570	4480	5430	.....	12½	S	56½	G-E	Own	4	W	Shel	Shel	34x4*	36x6*	Own	108	65
Ward G-211	16000	4500	6560	7760	.....	11	S	44	G-E	Own	5	W	Shel	Shel	36x5*	36x8*	Own	120	68
Ward J-211	22500	6630	8580	11200	.....	10	S	39½	G-E	Own	5	W	Shel	Shel	36x6*	36x10*	Own	136	70
Ward M-211	30000	8430	13780	15920	.....	9	S	36	G-E	Own	5	W	Shel	Shel	36x7*	36x7	Own	152	71

NOTE: Battery Equipment on all above makes is at the option of the purchaser. Battery Location Abbreviations: A-amidships; H-under hood; and S-under seat.

Replacement Table—Corrected Monthly

Including Piston Ring Sizes, Carburetor Sizes, Hose Sizes, Fan Belt Sizes, Brake Lining Sizes and Truck Frame Dimensions

★ **Note: Under Carburetor Inlet Diameter Will be Found Either the Size of Main Air Intake or the Gasoline Fuel Line**

Fan Belt Type: V—V-Shape, F—Flat, R—Round

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter ★	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Ace 40–1½	3	3/16	1	1	V	7	1¾	8	1¼	40 5/8	2	F	12	3¼	¼	4	12	3¼	¼	4	122½	76 3/8	215¼	32	9
Ace 60–3	3	¼	1¼	¼	V	10	2	15	1¼	42 5/8	2	F	13½	3½	¼	4	13½	3½	¼	4	Opt	84½	241	....	9½
Acme 20L–1	3	3/16	1¼	1¼	V	7	1¼	11	1¼	34	1¼	F	12	3	¼	4	12	3	¼	4	108 5/8	63 3/8	200	34	10½
Acme 40–2	4	3/16	1	1	V	8	1½	11	1½	40	1½	F	12	3¼	¼	2	12	3¼	¼	2	123 3/8	74 3/8	208	34	9¾
Acme 40L–2	4	¼	1¼	1¼	V	11½	1½	12½	1½	39½	1½	F	12	3¼	¼	2	12	3¼	¼	2	123 3/8	74 3/8	214½	34	9¾
Acme 60–2½	4	¼	1¼	1¼	V	11½	1½	12½	1½	39½	1½	F	13	3½	¼	2	13	3½	¼	2	132 3/8	79 3/8	223½	34	10
Acme 60L–3	4	¼	1¼	1¼	V	11½	1½	12½	1½	41¾	1½	F	13	3½	¼	2	13	3½	¼	2	140 11/16	79 3/8	235½	34	10
Acme K (Bus)	3	5/16	1½	1 7/8	V	12¾	1 7/16	12¾	1 7/16	34½	1¼	F	15½	3¾	¼	2	15½	3¾	¼	2	220 1/8	127 5/8	312	41 3/8	6
Acme 90–3½	4	¼	1¼	1¼	V	10	1½	12	1½	41¾	1½	F	15½	3¾	¼	2	15½	3¾	¼	2	150 1/4	95 1/4	243	36	10¾
Acme 90L–4	4	¼	1½	1½	V	10	1½	10	1½	40½	1¾	F	15½	3¾	¼	2	15½	3¾	¼	2	153¾	96¾	255	37	10¾
Acme 125–5	4	¼	1½	1½	V	10	1½	10	1½	40½	1¾	F	18	4	¼	2	18	4	¼	2	159¾	99¾	261	37	10
American -LaFrance 2R	3	¼	1 1/16	1 11/16	V	11½	1½	9	1½	40½	2	F	†	†	¼	4	17	3½	¼	4	132	81 1/16	230 1/8	33	10
American-LaFrance 2R	3	¼	1 1/16	1 5/8	V	11½	1½	9	1½	40½	2	F	†	†	¼	4	17	3½	¼	4	156	98 1/16	254 1/8	33	10
American-LaFrance 2R	3	¼	1 1/16	1 5/8	V	11½	1½	9	1½	40½	2	F	†	†	¼	4	17	3½	¼	4	180	110 1/16	278 1/8	33	10
American LaFrance 3R	3	¼	1 1/16	1 5/8	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	144¼	90	243 7/8	35 11/16	9
American-LaFrance 3R	3	¼	1 1/16	1 5/8	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	168¼	104	267 7/8	35 11/16	9
American-LaFrance 3R	3	¼	1 1/16	1 5/8	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	210¼	125	309 7/8	35 11/16	9
American-LaFrance 5R	3	¼	1 11/16	1 11/16	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	144¼	90¼	243 7/8	36	10
American-LaFrance 3R	3	¼	1 1/16	1 5/8	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	192¼	114¼	291 7/8	35 11/16	9
American-LaFrance 5R	3	¼	1 1/16	1 11/16	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	210¼	125	309½	36	10
Armleder 21–1½	4	¼	1	1/16	V	12	1¾	16½	1¼	31½	2	F	11 1/16	3¼	¼	4	11 1/16	3¼	¼	4	Opt	Opt	Opt	32	9¾
Armleder 40B–1½	4	¼	1¼	1/16	V	10	1½	11½	1¼	33¼	2	F	11 1/16	3¼	¼	4	11 1/16	3¼	¼	4	Opt	Opt	Opt	32	9¾
Armleder 40C–1½	3	3/16	1¼	1/16	V	8½	1¼	11½	1¼	34	1¼	F	11 1/16	3¼	¼	4	11 1/16	3¼	¼	4	Opt	Opt	Opt	32	9¾
Armleder KWB–3½	4	¼	1¼	1/16	V	12	2	16½	1¼	35¾	2	F	37	3	1/16	1	15 1/8	3¾	¼	8	Opt	Opt	Opt	36	8 11/16
Armleder KWC–3½	3	3/16	1¼	1/16	V	10	1½	16½	1¼	35¾	2	F	37	3	1/16	1	15 1/8	3¾	¼	8	Opt	Opt	Opt	36	8 11/16
ArmlederHWB–2½	4	¼	1¼	1/16	V	10½	1½	11½	1¼	33¼	2	F	13	3½	¼	4	13	3½	¼	4	Opt	Opt	Opt	32	10
Armleder HWC–2½	3	3/16	1¼	1/16	V	8½	1¼	11½	1¼	34	1¼	F	13	3½	¼	4	13	3½	¼	4	Opt	Opt	Opt	32	10
Atterbury 20-R–1½	4	1/16	1	3/8	....	8	1½	14	1½	38 11/16	1¼	F	11 1/16	3¼	¼	4	11 1/16	3¼	¼	4	122 1/8	72 7/8	211¾	34	9½
Atterbury 22C–2½	4	¼	1¼	3/8	....	10½	1½	16	1½	40½	1½	F	13 1/16	3½	¼	4	13 1/16	3½	¼	4	129¼	78¾	225	34	9½
Atterbury 22D–3½	4	¼	1¼	3/8	....	10½	1½	16	1½	40½	1½	F	15 1/8	3¾	¼	4	15 1/8	3¾	¼	4	142¾	93¼	242	37½	8 1/16
Atterbury 8E–5	4	¼	1½	3/8	....	14	2	20½	2	40	2	F	17¾	4	¼	4	17¾	4	¼	4	157 7/8	80 7/8	263	37½	8 1/16
Autocar XXI–F–1½	4	1/16	1 1/16	1 5/8	V	5	1 1/8	9½	1 1/8	....	....	....	16¼	2½	1/16	4	13½	2½	1/16	4	91	67	156	34	9½
Autocar XXI–G–1½	4	1/16	1 1/16	1 5/8	V	5	1 1/8	9½	1 1/8	....	....	....	16¼	2½	1/16	4	13½	2½	1/16	4	114	90	179	34	9½
Autocar XXVI–M4–6	3	¼	1 1/16	1 5/8	V	3½	1½	3½	1½	49½	2	F	25½	2¾	¼	4	25½	2¾	¼	4	139¾	80¾	223¼	34 1/8	10
Autocar XXVI–L4–6	3	¼	1 1/16	1 5/8	V	3½	1½	3½	1½	49½	2	F	25½	2¾	¼	4	25½	2¾	¼	4	175¾	116¾	259¼	34 1/8	10
Autocar XXVII–H3	3	¼	1 1/16	1 5/8	V	3½	1½	3½	1½	47½	2	F	22 5/8	2	¼	4	22 5/8	2	¼	4	131½	76	213¼	34 1/8	10½
Autocar XXVII –K3	3	¼	1 1/16	1 5/8	V	3½	1½	3½	1½	47½	2	F	22 5/8	2	¼	4	22 5/8	2	¼	4	155½	100	237¼	34 1/8	10½
Available J–H–1½	4	1/16	2¼	1 1/16	....	11	1 5/8	14	1 5/8	40	2	...	48	2½	¼	2	36	2½	¼	2	120	80½	201¼	32	9
Available J–H2	4	1/16	2¼	1 1/16	V	12	1 5/8	14	1 5/8	40	2	F	48	2½	¼	2	36	2½	¼	2	120	84½	212	32	9
Available J–H–2½	3	1/16	2¼	1 1/16	....	11	1 5/8	14	1 5/8	40	2	...	13½	3½	¼	4	13½	3½	¼	4	144	85 5/8	226 7/8	32	9
Available J–H3½	4	1/16	2½	1 1/16	V	12	1 5/8	14	1 5/8	42	2	F	16	3¾	¼	4	16	3¾	¼	4	168	106 3/8	254 7/8	36	9
Available J–H5	3	¼	2½	1 1/16	....	12	2	16	2	40	2	...	18	4	¼	4	18	4	¼	4	168	112 5/8	263 1/8	38	9
Bessemer G–1	3	3/16	1	1/16	V	11½	2¼	10	2¼	42	5/8	V	46	2½	3/16	2	44	2¼	3/16	2	98¼	58½	182¾	34	.....
Bessemer H–2–1½	3	1/16	1	1/16	V	11½	2¼	10	2¼	43	5/8	V	16 3/8	2	¼	8	16 3/8	2	¼	8	116	76	203	34	.....
Bessemer J2–2½	3	1/16	1¼	1/16	V	12	1½	5	1 7/8	36¼	1¼	F	18 3/8	2¼	¼	8	18 3/8	2¼	¼	8	142 3/8	92¼	229	34	.....
Bessemer K2–4	3	1/16	1¼	1/16	V	11½	2¼	10	2¼	39 3/8	1½	F	55	3½	¼	2	33	4½	¼	1	157½	108	249	38	.....
Bethlehem KN–1	3	1/16	....	1	V	8¾	2 1/16	8	2 1/16	35½	1¼	F	20½	1¾	1/16	2	20½	1¾	1/16	2	89¼	56¼	175	32 1/16	10½
Bethlehem GN–2	3	1/16	....	1¼	V	8½	2 5/8	9½	2 5/8	40 7/8	1½	F	51	2½	1/16	1	37	2½	1/16	1	116¾	74	208¼	34½	9¼
Bethlehem HN–3	3	1/16	....	1¼	V	8½	2 5/8	9½	2 5/8	40 7/8	1½	F	61½	2½	1/16	1	47	2½	1/16	1	134¾	81½	226¼	34½	8½
Betz J3–1	3	1/16	1	1¼	V	12	1½	17	1¼	33½	1½	F	11	3	1/16	1	11	3	1/16	1	126	90	215	34	10
Betz D3–2½	3	¼	1¼	1/16	V	12	2 1/8	12	1½	33½	1¼	F	12	3½	¼	4	12	3½	¼	4	Opt	.....	.....	34	.....
Brinton C–1½	3	1/16	1	3/8	....	11	1¼	13	1¼	33	11/16	F	39	2½	1/16	1	38	2½	1/16	1	118	.....	.....	.....	33
Brinton D–2½	3	1/16	1	3/8	....	11	1¼	13	1¼	33	11/16	F	13	3½	¼	2	13	3½	¼	2	135½	.....	.....	.....	33
Brockway S–12–1½	3	1/16	1	1¼	V	10½	2¼	5½	2¼	39	1¼	F	10	3¼	¼	4	10	3¼	¼	4	118	72	118½	32	.....
Brockway K–11–2½	4	1/16	1¼	1½	V	6½	1¾	13	1¼	34	1¼	F	13	3½	¼	4	13	3½	¼	4	142	89½	123½	34	.....
Brockway R–12–2½	4	1/16	1¼	1½	V	9½	1¾	14	1¼	34	1½	F	15 1/8	3¾	¼	4	15 1/8	3¾	¼	4	176	102¾	175	36	.....
Brockway T–6–5	4	¼	1½	1¾	V	13	2	22	2	40 3/8	2	F	17¾	4	¼	4	17¾	4	¼	4	176	104½	176	36	.....
Buffalo 9, 6	4	1/16	1¼	1/16	V	7	1 5/8	13	1 5/8	41½	2	F	21	2¼	¼	4	21	2¼	¼	4	124	82½	224	34	9¾
Casco A–1	4	3/16	1 1/16	1/16	V	12	1¾	14½	1¼	34¾	1½	F	48½	2½	1/16	1	48	2¼	1/16	1	104	61	192¼	34	10
Chevrolet Sup. Com. Chassis	3	1/16	1	1/16	V	7½	1¼	5 3/8	1¼	29 41/64	41/64	V	29 5/8	1½	1/16	2	28 7/8	1¼	1/16	2	Opt	Opt	106 1/8	38 3/32	9¾
Chevrolet Utility Exp	3	1/16	1	1/16	V	7½	1¼	5 3/8	1¼	29 41/64	41/64	V	37	2	1/16	2	32 5/8	1¾	1/16	2	Opt	Opt	156 11/16	37	10
Chicago 20–1½	4	¼	1	1¾	V	12	1½	15	1½	34½	1½	F	21	2½	¼	4	10	2	¼	4	145½	75 1/16	211½	32	.....
Chicago 25–2½	4	¼	1¼	1¾	V	12	1½	15	1½	34½	1½	F	21	2½	¼	4	10	2	¼	4	157½	87 1/16	223½	32	.....
Chicago 35–3½	4	¼	1¼	1¾	V	12	1½	15	1½	34½	2	F	25	3¼	¼	4	12	2¼	¼	4	174	84½	249	36¾	.....
Chicago 50–5	4	¼	1¾	1¾	V	12	1½	15	1½	45	2	F	25	3¼	¼	4	12	2¼	¼	4	173	84½	249	36¾	.....
Clinton 20–1¼	4	1/16	1	1/16	H	8	1¾	14	1¼	33	1½	F	11¾	3¼	¼	4	11¾	3¼	¼	4	112	73¾	207	34	10
Clinton 45–2	4	3/16	1	1/16	H	11	1¾	17½	1¼	36 3/8	2	F	11¾	3¼	¼	4	11¾	3¼	¼	4	131	81	233	33¼	9
Clinton 65–3	4	¼	1¼	1/16	H	11	2	19	1¼	38 3/8	2	F	13 1/16	3½	¼	4	13 1/16	3½	¼	4	166	102	270½	33¼	9½
Clinton 90–90M–3	4	¼	1¼	1/16	H	13¼	2	19	1¼	38 3/8	2	F	15 5/8	3¾	¼	4	15 5/8	3¾	¼	4	163	105	270½	38	8½
Clinton 120L–120LM–5	4	¼	1½	1/16	H	12	2	18	1½	41	2	F	18	4	¼	4	18	4	¼	4	206½	115	318	38	8
Clinton 120S–120SM–5–7	4	¼	1½	1/16	H	12	2	18	1½	41	2	F	18	4	¼	4	18	4	¼	4	130½	91	242	38	10
Clydesdale 120B–5–5–6	3	¼	1 11/16	1/16	V	9	2	18½	2	46½	2	F	18	4	¼	4	18	4	¼	4	131	.....	.....	38	.....
Clydesdale 90–3½–4½	3	3/16	1 5/8	1/16	V	9	1½	14	1½	42	1½	F	16	3¾	¼	4	16	3¾	¼	4	143	.....	.....	38	.....
Clydesdale 65EX 2½–3	3	3/16	1 5/8	1/16	V	9	1½	14	1½	42	1½	F	13¼	3½	¼	4	13¼	3½	¼	4	132	.....	.....	33¼	.....
Clydesdale 65X–2½–3	3	3/16	1 1/16	1/16	V	11	1½	11	1½	11	1½	F	13¼	3½	¼	4	13¼	3½	¼	4	137	.....	.....	33¼	.....
Clydesdale 42–1½–2	3	3/16	1 1/16	1/16	V	15	2	12	2	41	¾	V	12	3¼	¼	4	12	3¼	¼	4	117	.....	.....	34	.....

† 12 O. D. 7½ I. D.

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter *	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Clydesdale 20–1–1½	3	1/16	1 3/16	1/16	V	15	2	12	2	41	3/4	V	11 1/4	3	1/4	4	11 1/4	3	1/4	4	95			34	
Clydesdale 18–¾–1¼	3	1/16	1 1/16	1/16	V	15	2	12	2	41	3/4	V	11 1/4	2 1/2	1/4	4	11 1/4	2 1/2	1/4	4	95			34	
Clydesdale 10–¾–1¼	3	1/16	1 1/16	1/16	V	9	2	9	2	41	3/4	V	11 1/4	2 1/2	1/4	4	11 1/4	2 1/2	1/4	4	109			34	
Clydesdale 10A–1–¾–1¼	3	1/16	1	1/16	V	9	2	9	2	41	3/4	V	11 1/4	2 1/2	1/4	4	11 1/4	2 1/2	1/4	4	109			34	
Columbia H–1½	3	1/16	1	....	V	10	1 1/4	12	1 1/4	41	3/4	V	23	2	1/4	4	23	2	1/4	4	Opt	Opt	Opt	32 1/2	10
Columbia G–2½	3	1/16	1 1/4	....	V	10	1 1/4	12	1 1/4	41	3/4	V	26	2	1/4	4	26	2	1/4	4	Opt	Opt	Opt	32 1/2	9
Columbia K–3	3	1/16	1 1/4	....	V	10	1 1/4	13	1 1/2	42	1 1/4	F	26	2	1/4	4	26	2	1/4	4	Opt	Opt	Opt	32 1/2	9
Commerce 11–2000	3	1/16	....	1/16	V	10	2	10	2	44	3/4	F	48 1/2	2	1/4	4	48 1/2	2	1/4	4	92 5/8	53 5/8	193	34	9
Commerce 14B–3000	4	1/16	1	1/16	V	9 1/2	1 1/2	15 1/2	1 1/2	39 3/4	1/4	F	11 1/16	3 1/4	1/4	4	13	3 1/2	1/4	4	117	75	210	34	8 3/4
Commerce 25B–5000	4	1/16	1 1/4	1/16	V	7	1 7/8	9 1/2	1 3/8	42	1 1/2	F	13	3 1/2	1/4	4	12	3	1/4	4	132	84	228 1/2	34	12 1/2
Concord E–1	4	1/16	1	1/16	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	....	....	....	32 1/4	....
Concord G–2	4	1/16	1 1/4	1/16	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	12	3 1/2	1/4	4	12	3 1/4	1/4	4	....	....	....	32 1/4	....
Concord H–2	4	1/16	1 1/4	1/16	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	12	3 1/2	1/4	4	12	3 1/4	1/4	4	....	....	....	32 1/4	....
Concord J–2½	4	1/16	1 1/4	1/16	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	....	....	....	32 1/4	....
Concord JL–3	4	1/16	1 1/4	1/16	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	....	....	....	32 1/4	....
Corbitt S–¾	4	1/16	1	1/16	H	8	2	14	2	38	1 1/4	F	16 3/4	1 3/4	1/4	4	16 3/4	1 3/4	1/4	4	103	59	196	34	11 1/8
Corbitt E–1	3	1/16	1	1/16	H	9	2	12	2	41	1 1/2	F	16 3/4	1 3/4	1/4	4	18	2	1/4	4	104	62	198	34	11 1/8
Corbitt D–1½	3	1/16	1	1/16	H	11	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	110	72	206	34	10
Corbitt C–2	3	1/16	1	1/16	H	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	132	78	230	35	10 5/8
Corbitt B–2½	3	1/16	1 1/4	1/16	V	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	136	78	232	35	10 5/8
Corbitt R–2½–3	3	1/16	1 1/4	1/16	V	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	153	92	254	35	10 5/8
Corbitt A–3½–4	3	1/16	1 1/4	1/16	V	14	1 1/4	8	1 1/4	46	1 1/2	F	21	3	1/4	2	21	3	1/4	2	168	106	266	35	9
Corbitt AA–5	3	1/16	1 1/2	1/16	V	13	2	14	2	36	2	F	68 3/4	3	1/4	2	68 3/4	3	1/4	2	168	106	268	38	10
Day-Elder AN–1½	3	1/16	1	1 1/4	V	6 3/4	1 3/4	7	1 1/4	34 5/8	1 3/8	F	10 7/16	3	1/4	4	10 7/16	3	1/4	4	106 3/4	62 3/4	191	35	....
Day-Elder BN–2	3	1/16	1 1/4	1 1/4	V	4	1 1/2	12 1/2	1 1/2	41	1 1/4	F	11 3/4	3 1/4	1/4	4	11 3/4	3 1/2	1/4	4	118 1/2	78 3/4	202 3/4	35	....
Day-Elder DN–2½	3	1/16	1 1/4	1 1/2	V	4	1 1/2	12 1/2	1 1/2	43	1 3/8	F	13 1/16	3 1/2	1/4	4	13 1/16	3 1/2	1/4	4	122 1/2	72 3/4	212 3/4	35	....
Day-Elder CN–3	3	1/16	1 1/4	1 1/2	V	10 1/2	2	12	1 1/4	37	2	F	13 1/16	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	123 1/4	77 1/4	216	35	....
Day-Elder FN–4	3	1/4	1 1/4	1 1/2	V	7 1/2	1 1/2	12 1/2	1 1/4	43	1 3/8	F	15 5/8	4	1/4	4	17 1/16	4	1/4	4	120 1/4	81 3/4	214 1/2	35	....
Day-Elder EN–5–6	3	1/4	1 1/2	1 3/4	V	12 1/2	....	12	1 1/4	38	2	F	17 1/16	4	1/4	4	20	4	1/4	4	154	94	253	37	....
Defiance G2–1¼	4	1/4	1 1/2	1 3/4	V	10	2	8	2	40	2	F	20	1 3/4	1/4	4	20	1 3/4	1/4	4	90	56	179 1/2	34	....
Defiance GL2–1¼	3	1/16	1	1 1/2	V	10	2	8	2	40	2	F	45	2 1/2	1/4	4	43 1/16	2 1/4	1/4	4	119 1/2	76 1/2	203	34	....
Defiance D–2–1½	3	1/16	1	1 1/2	V	10	2	8	2	40	2	F	52	2 1/2	1/4	4	37	2 1/2	1/4	4	119 1/2	76 1/2	203	34	....
Defiance E2–2	3	1/16	1	1 1/2	V	10	2	8	2	40	2	F	52	2 1/2	1/4	4	37	2 1/2	1/4	4	119 1/2	76 1/2	203	34	....
Defiance EL–2–2	3	1/16	1	1 1/2	V	10	2	8	2	40	2	F	61	2 1/2	1/4	4	47	2 1/2	1/4	4	136 1/2	93 1/2	220	34	....
Defiance H2–3	3	1/16	1 1/4	1 1/2	V	11 3/4	1 1/2	9	1 1/2	42 1/2	1 1/2	F	61	2 1/2	1/4	4	47	2 1/2	1/4	4	125 3/4	82 3/4	220	34	....
Defiance HL–2–3	3	1/16	1 1/4	1 1/2	V	11 3/4	1 1/2	9	1 1/2	42 1/2	1 1/2	F	61	2 1/2	1/4	4	47	2 1/2	1/4	4	143 3/4	100 3/4	238	34	....
Defiance H-3	3	1/16	1 1/4	1 1/2	V	11 3/4	1 1/2	9	1 1/2	42 1/2	1 1/2	F	22	2 1/2	1/4	4	46 5/8	2 1/2	1/4	4	101 3/4	66 3/4	190	34	....
Diamond T–75–¾	3	1/16	1	1 1/2	V	8	1 1/2	9	1 1/2	33 1/4	1 1/2	F	48	2 1/2	1/4	4	33	2 1/2	1/4	4	90	57 1/2	182 1/2	34	....
Diamond T–O3–1–1¼	3	1/4	3/4	1	V	9	1 1/4	6	1 1/4	35	2	F	11 1/2	3 1/4	1/4	4	11 1/2	3 1/2	1/4	4	100	....	....	34	....
Diamond T–T–1½	3	1/16	1	1 1/4	V	9	1 1/4	6	1 1/4	35	2	F	13 1/4	3 1/2	1/4	4	13 1/4	3 1/2	1/4	4	Opt	....	....	34	....
Diamond T–U2–2½	3	1/16	1	1 1/4	V	9	1 1/4	6	1 1/4	35	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	Opt	....	....	34	....
Diamond TK–3½	3	1/16	1 1/4	1 1/2	V	9	1 1/4	8	1 1/4	35	2	F	17 1/16	4	1/4	4	27	4	1/4	4	Opt	....	....	37	....
Diamond T–8–5	3	1/4	1 1/4	1 1/2	V	9	1 1/4	8	1 1/4	35	2	F	27	4	1/4	4	27	4	1/4	4	Opt	....	....	37	....
Diehl A	3	1/4	1 1/2	1 3/4	V	10	2	10	1 1/2	35	2	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	90	48	174	11	....
Dixon Model D	4	....	1	1	V	9	1 1/2	8	1 1/2	40 3/8	2	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	126	71	221 1/2	34 1/2	9 1/2
Dixon Model C	4	1/16	1 1/4	....	V	11	1 1/2	9	1 1/2	41	....	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	Opt	71	221 1/2	34 1/2	9 1/2
Dixon Model A	4	1/16	1 1/4	....	V	11	1 1/2	10	1 1/2	42	....	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	Opt	71	221 1/2	36	9 1/2
Dodge Brothers–¾	4	1/16	1 1/4	....	V	12	1 1/2	10	1 1/2	42	....	F	19 1/4	2 1/4	1/4	4	14 3/8	1 3/4	1/4	4	240	68	166	34	9 3/8
D-Olt	4	1/8	1 1/8	1/4	V	9	1 1/2	7	1 1/16	34 1/2	1	F	54	3	1/4	4	42	3	1/4	4	142 3/4	96 1/2	233 1/2	34	11
Dorris K–4–2	3	1/16	1	1 1/4	H	18	2	18	2	36	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	178 1/2	130 1/2	270 1/2	36	9
Dorris K7–3½	3	1/4	1 1/4	1 1/4	V	2 1/4	1 1/2	6 1/4	1 1/4	42 7/8	2	F	15 3/4	3 3/4	1/4	4	15 3/4	3 3/4	1/4	4	132	100	216	34	9 3/4
Double Drive TT–3	3	1/4	1 1/4	1 1/4	V	2 1/4	1 1/2	6 1/4	1 1/4	42 7/8	2	F	8 5/8	4	1/4	4	18	4	1/4	4	102	....	....	34	....
Duplex G	4	1/4	1	1/16	V	12	2	19	1 1/2	34	2	F	11	2 1/2	1/4	4	11	2 1/2	1/4	4	112	....	....	34	....
Duplex GH	4	1/16	1	....	V	....	1 3/4	....	1 1/4	....	....	F	19	2	1/4	4	19	2	1/4	4	121	....	....	34	....
Duplex A	4	1/16	1 1/4	....	V	....	1 3/4	....	1 1/4	....	....	F	20	2	1/4	4	20	2	1/4	4	140	....	....	34	....
Duplex AC	3	1/16	1 1/4	....	V	....	1 1/4	....	1 1/4	....	....	F	26	2	1/4	4	26	2	1/4	4	128	....	....	34	....
Duplex E	3	1/16	1 1/4	....	V	....	1 1/4	....	1 1/4	....	....	F	52	2 1/2	1/4	4	52	2 1/2	1/4	4	Opt	....	....	40	....
Duplex FD	4	1/4	1 1/4	1 1/2	V	....	2	....	1 1/4	....	....	F	26 1/4	2	1/4	4	26 1/4	2	1/4	4	....	....	....	34	....
Eagle 100–2	4	1/16	1 1/4	1	V	14	2	16	1 1/4	36	1 1/2	...	49 1/2	3	1/16	2	46	2	1/16	2	Opt	....	....	36	....
Eagle 101–1¼	4	1/16	1 1/4	1	V	14	2	16	1 1/4	34	1 1/2	...	21	2 1/2	1/4	4	21	2 1/4	1/4	4	Opt	....	....	31	....
Eagle 104	4	1/16	1 1/4	1	V	14	2	16	1 1/4	36	1 1/2	F	49 1/2	3	1/16	2	46	2	1/16	2	Opt	....	....	32	....
Fageol 1½–2	3	1/4	1 3/16	1 1/2	V	10	2 1/2	20	2 1/2	37 3/4	1 1/2	F	19 1/4	1 3/4	1/16	2	19 1/4	1 3/4	1/16	2	120	....	....	30	....
Fageol 2½–3	3	1/4	1 1/16	1 11/16	V	9	1 1/4	14 3/4	1 1/2	34 3/4	1 1/2	F	13 1/4	3 1/2	1/4	2	13 1/4	3 1/4	1/4	2	141	....	....	34	....
Fageol 3½–4	3	1/4	1 5/8	2	V	9	1 1/2	17 1/2	1 1/2	40 1/2	1 1/2	F	15 1/2	3 3/4	1/4	2	15 1/2	3 3/4	1/4	2	159 1/2	....	....	37 3/4	....
Fageol 5–6	3	1/4	1 5/8	2	V	9	1 1/2	17 1/2	1 1/2	40 1/2	1 1/2	F	18	4	1/4	2	18	4	1/4	2	161 1/4	....	....	37 3/4	....
Federal R–2–1	4	1/16	1	....	V	....	1 1/2	....	1 1/2	....	....	F	....	....	....	4	....	....	....	4	110	....	....	....	....
Federal S–21–1½	4	1/16	1	....	V	....	1 1/2	....	1 1/2	....	....	F	....	....	....	4	....	....	....	4	118	....	....	....	....
Federal S–22–1½	4	1/16	1	....	V	....	1 1/2	....	1 1/2	....	....	F	....	....	....	4	....	....	....	4	118	....	....	....	....
Federal U–2–2½	4	1/4	1 1/4	....	V	....	1 1/2	....	1 1/2	....	....	F	....	....	....	4	....	....	....	4	134	....	....	....	....
Federal WL–4	4	1/4	1 1/4	....	V	....	1 1/2	....	1 1/2	....	....	F	....	....	....	4	....	....	....	4	154	....	....	....	....
Federal X2–5	4	1/4	1 1/4	....	V	....	1 1/2	....	1 1/2	....	....	F	....	....	....	4	....	....	....	4	154	....	....	....	....
Federal Light Duty	4	1/4	1 1/4	....	V	....	1 3/4	....	1 1/2	....	....	F	....	....	....	4	....	....	....	4	86	....	....	....	....
Federal Heavy Duty	4	1/4	1 1/4	....	V	....	1 1/4	....	1 1/2	....	....	F	....	....	....	4	....	....	....	4	99	....	....	....	....
Ford T–1	4	1/4	1 1/4	....	V	....	1 1/4	....	1 1/2	....	....	F	....	....	....	4	....	....	....	4	60	....	....	....	....
Front Drive FT–1½	3	1/4	1.06	1 1/16	H	4	2	....	1 3/4	26 1/16	1 1/8	F	23 3/8	1 1/8	1/4	4	12	1 5/8	1/4	4	132	123	23	9 3/8	....
Fulton C–2	4	1/4	1	1 1/16	V	13 3/4	1 3/4	17	1 3/8	33	2	F	13	4	1/4	4	15	4	1/4	4	120	98	204	34	10 1/2
Fulton A–1	4	1/16	1 1/8	1 1/2	H	13	2	15	2	37 1/2	1 1/2	F	50 1/2	3	1/16	4	25	2 3/4	1/16	4	73	60	215 1/2	34	10
Fulton C–2	4	1/16	1 1/8	1 1/2	H	13	2	15	2	37 1/2	1 1/2	F	48	2 1/2	1/4	4	47 1/2	2 1/4	1/4	4	60	192	33 3/4	12	....
F. W. D. B–3	4	1/16	1 1/16	1 1/2	V	9 3/4	2	10	1 1/4	35 1/2	1 1/2	F	50 1/2	3	1/16	4	25	2 3/4	1/16	4	132	98	204	34	10 1/2
	3	1/4	1 1/16	1 1/2	V	4	2	5	1 1/2	40	1 7/8	F	27	3 1/2	1/4	1	43	2 3/4	1/4	2	120	73	215 1/2	34	10
Garford 15–1	4	1/16	1	....	V	....	....	....	....	34	1 1/2	F	11	2 1/2	1/4	4	11	2 1/2	1/4	4	120	60	192	33 3/4	12
Garford 30–1½	4	1/16	1 1/4	....	V	....	....	....	....	31 1/2	5/8	R	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	106	73	215 1/2	34	10
Garford 50–2½	4	1/4	1 1/4	....	V	....	....	....	....	38 5/8	5/8	R	13 1/16	3 1/2	1/4	4	13 1/16	3 1/2	1/4	4	120	76	214	34	10
Garford 80–4	4	1/4	1 1/4	....	V	....	....	....	....	39	2	R	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	120	76	214	34	10
Garford 68D–5	4	1/4	1 1/2	....	V	....	....	....	....	39 1/4	5/8	R	17 3/4	4	1/4	4	17 3/4	4	1/4	4	144	86	247	36 3/4	10 3/4
Garford 151–A–5	4	1/4	1 1/2	....	V	....	....	....	....	39 1/4	5/8	R	21 5/8	4	1/4	4	21 5/8	4	1/4	4	150	88 1/2	275	39	10 1/4
Gary F–1–1½	4	1/4	1 1/2	....	V	....	....	....	....	39 1/4	5/8	R	11 1/2	3	1/4	4	11 1/2	3	1/4	4	150	88 1/2	251	36	10
Gary I–2	3	1/16	1	3/8	V	....	....	....	....	39 1/4	1	R	12	3 1/4	1/4	4	12	3 1/4	1/4	4	150	88 1/2	251	36	11
Gary J–2½	4	1/4	1 1/4	3/8	V	13 1/2	2	12	1 1/4	32	1 1/4	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	120	72	214	34	11 1/2
Gary K–3½	4	1/4	1 1/4	3/8	V	10	2	12	1 1/4	36	2	F	15 3/4	3 3/4	1/4	4	15 3/4	3 3/4	1/4	4	120	76	214	34	10 3/4
Gary M–5	4	1/4	1 1/2	3/8	V	13	2	16 1/2	1 1/4	36	2	F	18 1/4	4	1/4	4	18 1/4	4	1/4	4	148	86	247	36 3/4	10
G.M.C. K–16	4	1/16	1 1/4	1 5/8	V	14	2	18	1 3/4	33 1/2	1 13/32	V	49 5/8	4	1/16	2	47	2 3/8	1/16	2	168	99	275	39	10 3/4
						8 3/4	1 1/2	8 3/16	1 1/2					2 1/8							89	57	183 1/2	34	8 3/4

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	★ Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
G.M.C. K–41	4	1/4	1 1/4	1 5/8	V	10	1 3/4	9 1/2	1 3/4	35 3/4		V	13	3 1/2	1/4	4	13	3 1/2	1/4	4	Opt	Opt	Opt	33	9 1/2
G.M.C. K–71	4	1/4	1 1/4	1 5/8	V	11 3/4	1 3/4	9 1/2	1 3/4	35 3/4		V	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	Opt	Opt	Opt	38	10 1/2
G.M.C. K–101	4	1/4	1 1/4	1 5/8	V	11 3/4	1 3/4	9 1/2	1 3/4	35 3/4		V	17 3/4	4	1/4	4	17 3/4	4	1/4	4	Opt	Opt	Opt	38	9 1/2
Gotfredson 21B-1	4	1/16	1	1	V	10 1/4	1 3/4	10 1/2	1 1/4	32 1/8	1 1/2	F	42 1/4	3	1/16	1	11	2	1/16	2	88	56 11/16	181 1/4	32 1/8	8 1/2
Gotfredson 30–1 1/2	4	1/16	1	1	V	10 1/4	1 3/4	10 1/2	1 1/4	32 1/8	1 1/2	F	11 3/4	3 1/4	1/16	4	.....	.....	.....	...	120	69 11/16	213 1/4	32 1/8	.....
Gotfredson 40–2	4	1/4	1 1/4	1 1/4	V	10 1/4	1 3/4	10 1/2	1 1/4	32 1/8	1 1/2	F	11 3/4	3 1/4	1/16	4	.....	.....	.....	...	120	69 11/16	213 1/4	32 1/8	.....
Gotfredson 60–3	4	1/4	1 1/4	1 1/4	V	11	2	16 1/4	1 1/4	41	1 3/4	F	11 3/4	5	1/16	2	13 1/2	3 1/4	1 1/4	4	127	81 1/16	218 1/2	33	.....
Gotfredson 80–4	4	1/4	1 1/4	1 1/4	V	14	2	18	1 1/4	43	2	F	11 3/4	7	1/16	2	15 1/2	3 3/4	1/4	2	147	88 3/4	242 5/8	35	8 11/16
Gotfredson 100–5	4	1/4	1 1/2	1 1/2	V	14	2	19	1 1/2	42 5/8	2	F	12 3/4	7	1/16	2	18 1/4	4	1/4	4	156	89 3/4	256 1/2	38	10 1/2
Graham Bros. BA	4	1/8	1 1/8	1/4	V	9	1 1/2	7 1/4	1 1/4	34 1/2	1	F	50	2 1/2	1/16	2	20	2 1/2	1/16	4	96 3/4	56 3/4	202 5/8	34	10 1/2
Graham Bros. CA	4	1/8	1 1/8	1/4	V	9	1 1/2	7 1/4	1 1/4	34 1/2	1	F	50	2 1/2	1/16	2	20	2 1/2	1/16	4	96 3/4	56 3/4	202 5/8	34	10 1/2
Graham Bros. DA	4	1/8	1 1/8	1/4	V	9	1 1/2	7 1/4	1 1/4	34 1/2	1	F	50	2 1/2	1/16	2	20	2 1/2	1/16	4	62 3/4	34 3/4	168 5/8	34	10 1/2
Graham Bros. EA	4	1/8	1 1/8	1/4	V	9	1 1/2	7 1/4	1 1/4	34 1/2	1	F	50	2 1/2	1/16	2	20	2 1/2	1/16	4	62 3/4	34 3/4	168 5/8	34	10 1/2
Graham Bros. FA	4	1/8	1 1/8	1/4	V	9	1 1/2	7 1/4	1 1/4	34 1/2	1	F	50	2 1/2	1/16	2	20	2 1/2	1/16	4	132 3/4	74 3/4	238 5/8	34	10 1/4
Gramm-Pioneer 10 Speed–1	3	1/16	1	1 1/2	V	12	2 1/4	14 1/2	2 1/4	29	1	F	48	2	1/16	2	26	2	1/16	1	97	54	180	30 1/8	.....
Gramm-Pioneer 15–1 1/2–2	3	1/16	1	1 1/2	V	10 1/4	2	6	2	39	1 1/4	F	48 1/2	2	1/16	2	45 7/8	1 1/2	1/16	2	120	74	205 13/32	32	.....
Gramm-Pioneer 65–1 1/2–2	3	1/16	1	1 1/2	V	10 1/4	2	6	2	39	1 1/4	F	19 3/4	1 3/4	1/16	4	19 3/4	1 3/4	1/16	4	120	74	205 13/32	32	.....
Gramm-Pioneer 125–2 1/2	3	1/16	1 1/4	1 1/2	V	4 1/2	1 1/2	12	1 1/2	32	2	F	8	5	1/4	2	45	2	1/16	4	126	77 3/4	214	32	.....
Gramm-Pioneer 30–3	3	1/4	1 1/4	1 1/2	V	11	1 1/2	9	1 1/2	33 3/4	2	F	22 3/4	2 1/4	1/4	4	22 3/4	2 1/4	1/4	4	129 3/4	81 3/4	226 3/4	36	.....
Gramm-Pioneer 75P–3 1/2	3	1/4	1 1/4	1 1/2	V	11	1 1/2	9	1 1/2	33 3/4	2	F	22 3/4	2 1/4	1/4	4	22 3/4	2 1/4	1/4	4	129 3/4	.....	.....	36	.....
Gramm-Pioneer 40–4	3	1/4	1 1/4	1 1/2	V	11	1 1/2	9	1 1/2	33 3/4	2	F	28 3/4	2 3/4	1/4	4	28 3/4	2 3/4	1/4	4	144	87 3/4	240 3/4	36	.....
Gramm-Pioneer 50–5–6	3	1/4	1 1/2	1 3/4	V	23 1/4	2	13 3/4	1 7/8	40 3/4	2	F	32 11/16	2 3/4	1/4	4	32 11/16	2 3/4	1/4	4	132	97	263 1/2	36	.....
Grass Premier 40A	3	1/16	1	1 1/2	V	12	2 1/4	14 1/2	2 1/4	29	1	F	22 1/2	1 1/4	1/16	4	48	2 1/2	1/16	2	98	70	192	31	.....
Grass Premier 60A1 1/2	4	11/16	1 1/4	1 1/2	V	14	2 1/2	16	2 1/2	.....	.....	...	48 1/2	2	1/16	2	47	1 1/2	1/16	2	108	66	204	31	.....
Grass Premier 70A2 1/2	4	11/16	1 1/4	1 1/2	V	14	2 1/2	16	2 1/2	.....	.....	...	.....	.....	.....	...	.....	.....	.....	...	120	.....	214	31	.....
Grass Premier 90A3 1/2	3	1/4	1 1/2	1 3/4	V	11	1 1/2	11	1 1/2	40	1 1/2	F	15 5/8	3 3/4	1/4	4	15 3/4	3 3/4	1/4	4	95	83	192	35	.....
Gray N–1 1/2	3	1/16	1	1/4	H	9	2 1/4	2 3/4	1 3/4	34 3/8	1	F	27 1/16	1 1/4	1/16	2	19 1/2	1 1/4	1/16	1	.....	.....	112 3/4	35	9
Gray T–1	3	1/16	1	1/4	H	9	2 1/4	2 3/4	1 3/4	34 3/8	1	F	20 1/16	2	1/16	4	19 1/2	1 1/4	1/16	1	.....	.....	152 3/4	32	9
G. W. W. Super	3	1/16	1 1/4	1 3/4	V	8	1 3/4	17 1/2	1 1/4	37 1/2	1 1/4	F	49	2 1/2	1/4	2	47	1 1/2	1/32	2	89	72	192	32	11 1/4
Harvey WOA–2	4	1/4	1 1/4	2	V	11	2	14	1 1/4	35 5/8	2	F	45	2	1/4	2	45	2	1/4	2	139	87	242 1/4	32	10
Harvey WFB–2 1/2	4	1/4	1 1/4	2	V	11	2	14	1 1/4	35 5/8	2	F	50	2 1/4	1/4	2	50	2 1/4	1/4	2	139	87	242 1/4	32	10
Harvey WHB–3 1/2	4	1/4	1 1/2	2	V	12	2	14	1 1/4	36 1/2	2	F	20 3/4	4	1/4	4	20 3/4	3	1/4	4	151 3/4	85 3/4	258 7/8	35	9
Harvey WFT–6	4	1/4	1 1/4	2	V	11	2	14	1 1/4	36 1/2	2	F	50	2 1/4	1/4	2	50	2 1/4	1/4	2	84	52	189 1/16	32	10
Harvey WHT–10	4	1/4	1 1/2	2	V	12	2	14	1 1/4	36 1/2	2	F	20 3/4	4	1/4	4	20 3/4	3	1/4	4	86	52 1/2	191 7/8	35	9
Hawkeye O	4	1/16	.....	1	V	12	2	9	1 1/4	.....	1 1/2	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Hawkeye K	4	1/16	.....	1	V	12	2	9	1 1/4	.....	2	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Hawkeye M	4	1/4	.....	1 1/4	V	12	2 1/4	9	1 1/2	.....	2	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Hawkeye N	4	1/4	.....	1 1/4	V	14	2 1/2	12	1 1/2	.....	2 1/2	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Hug T	4	1/16	.....	1 1/16	V	12	1 3/4	13	1 1/4	.....	1 3/8	F	48	2 1/2	1/16	2	.....	.....	.....	...	Opt	.....	.....	.....	.....
Hurlburt A1 1/2–2	3	.....	1 1/4	1	.....	.....	.....	.....	.....	.....	.....	...	22	2	1/4	2	22	2	1/4	2	132	.....	.....	35 1/2	.....
Hurlburt B2 1/2	3	1/8	1 1/4	1	.....	.....	.....	.....	.....	.....	.....	...	24	2 1/2	1/4	2	23	2 1/2	1/4	2	154	.....	.....	34	.....
Hurlburt C3 1/2–4	3	1/4	1 1/2	1 1/4	.....	.....	.....	.....	.....	.....	.....	...	26	3	1/4	2	25	3	1/4	2	144 1/2	.....	.....	34	.....
Hurlburt D5–5 1/2	3	1/4	1 1/2	1 1/4	.....	.....	.....	.....	.....	.....	.....	...	28	3	1/4	2	27	3	1/4	2	144 1/2	.....	.....	34	.....
Indiana 12–1 1/2	3	1/4	1 1/4	.....	.....	17	1 1/4	14	1 1/4	38 1/2	1	F	19	2	1/16	4	19	2	1/16	4	120	76	207 3/4	32	10 1/4
Indiana 20–2	3	1/4	1 1/4	.....	.....	6	1 1/4	13	1 1/4	26 3/8	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	126	74 1/2	217 1/16	33	10 1/4
Indiana 25–2 1/2	3	1/4	1 1/4	.....	.....	6	1 1/4	13	1 1/4	26 3/8	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	138	81	229 1/16	33	9 1/4
Indiana 35–3 1/2	3	1/4	1 1/4	.....	.....	6	1 1/4	13	1 1/4	26 3/8	1 1/2	F	20 3/4	.....	1/4	4	20 3/4	.....	1/4	4	144	84 3/4	235 1/2	34 1/2	8 1/4
Indiana 51–5	3	1/4	1 1/2	.....	.....	10	1 1/2	17 1/2	1 1/2	40 1/2	1 3/4	F	65 1/16	3	3/8	2	65 1/16	3	3/8	2	156 1/4	91	253	37 1/2	10 1/2
Inter'l S–2000 lbs.–Sp. Tr	3	1/4	1 1/4	1 1/4	V	9 3/4	2 1/4	17 3/4	2 1/4	30 1/4	1	F	38	2	1/2	2	36	2	1/2	2	88	.....	.....	34	.....
International 33–3000 lbs	4	1/4	1 1/4	1 3/4	V	6 1/4	2 1/2	6 1/2	2 1/2	43 1/2	1 1/2	F	43 3/4	2 1/4	1/2	2	43 3/4	2 1/4	1/2	2	101 3/4	57 1/4	194 3/4	34	11 1/2
International 43–4000 lbs	4	1/4	1 1/4	1 3/4	V	6 1/4	2 1/2	6 1/2	2 1/2	43 1/2	1 1/2	F	50 5/8	2 1/4	1/2	2	50 5/8	2 1/4	1/2	2	109	59 1/4	202	32 1/4	11 1/2
International 63–6000	4	1/4	1 1/4	1 3/4	V	9	2 1/2	14 1/2	2	46	1 3/4	...	50 5/8	2 1/4	1/16	2	50 5/8	2 1/4	1/16	2	116 1/16	67 5/8	213 7/8	34	11 1/2
International 103	4	1/4	1 1/4	1 3/4	V	9	2 1/2	6 1/4	3	51	1 3/4	F	.....	.....	.....	...	.....	.....	.....	...	146	87 5/8	244	34	12 1/4
Jumbo 15–1 1/2	4	1/4	1	1 1/2	V	12 1/2	1 3/4	18	1 1/4	33 3/8	2	F	48 1/2	2	1/16	2	47	1 1/2	1/16	2	120	73	211	32	11
Jumbo 25–2 1/2	3	1/4	1 1/4	1 5/8	V	12	2	10	1 1/4	33 1/4	1 1/4	F	49 3/4	3	1/16	2	47 1/2	2 1/2	1/16	2	116	79	208	34	10
Jumbo 35–3 1/2	4	1/4	1 1/4	1 5/8	V	18	2	21 1/2	1 1/4	36 1/16	2	F	60 1/2	3	1/16	2	58 1/2	2 1/2	1/16	2	144	87 1/2	244	36	11 1/2
Kearns H–1	3	1/16	1	1/16	H	16	2	16	2	33	1	F	42	2	1/16	1	21	2	1/16	2	90	.....	.....	34	.....
Kearns N–1 1/2	3	1/16	1	1/16	H	18	2	18	2	33	1	F	45	2 1/2	1/16	1	22	2 1/4	1/16	2	133 1/2	.....	.....	34	.....
Kearns N–1–2	3	1/4	1 1/4	1/16	V	.....	.....	.....	.....	33	1 1/4	F	42	2 3/4	1/4	4	42	2 1/4	1/4	4	141	94	215 1/2	34	.....
Kearns T–3 1/2	3	1/4	1 1/2	3/8	V	.....	.....	.....	.....	.....	.....	...	22	4	1/4	4	22	3	1/4	4	168	116	274	35	.....
Kearns TF–5	3	1/4	1 1/2	3/8	V	.....	.....	.....	.....	.....	.....	...	32 1/2	3	1/4	4	32 1/2	3	1/4	4	168	116	274	35	.....
Kelly-Springfield K33–1 1/2	4	1/16	1 1/4	1 11/16	V	12 1/4	1 1/2	26 3/4	1 1/2	65 5/8	1	V	17 5/8	1 7/8	1/16	4	17 3/8	1 7/8	1/16	4	133 1/2	.....	.....	34	.....
Kelly-Springf'd K41–3 1/2–5	4	1/4	1 1/4	1 11/16	V	6 1/2	1 5/8	24	1 1/2	59 5/8	1	V	3 1/16	4 1/2	1/4	12	25 1/8	2 1/2	1/16	4	144	.....	.....	36	.....
Kelly-Springf'd K61–5 to 7	4	1/4	1 1/4	1 11/16	V	6 1/2	1 5/8	24	1 1/2	59 5/8	1	V	3 1/16	4 1/2	1/4	12	25 1/8	2 1/2	1/16	4	144	.....	.....	36	.....
Kelly-Springfield K-75-2 1/2	4	1/4	1 1/4	1 11/16	V	7	1 1/2	13	1 1/2	41 3/8	1 1/2	F	3 1/16	4 1/2	1/4	12	21 1/4	2 1/2	1/16	4	130	.....	.....	34	.....
Kelly-Springfield K-76-2 1/2	4	1/4	1 1/4	1 11/16	V	7	1 1/2	13	1 1/2	41 3/8	1 1/2	F	17 3/8	2 1/2	1/16	4	17 3/8	1 7/8	1/16	4	138	.....	.....	34	.....
Kenworth KS–2 1/2	4	1/4	1 1/4	1 3/4	H	12	2	14	1 1/4	36	2	...	20	2 1/4	1/4	4	20	2 1/4	1/4	4	133	.....	.....	34	.....
Kenworth M–1 1/2	4	1/4	1 1/4	1 1/4	H	12	2	14	1 1/4	36	2	...	46	2	1/4	2	46	2	1/4	2	114	.....	.....	32	.....
Kenworth L–3	4	1/4	1 1/4	1 1/4	H	13 1/2	2	16	1 1/4	36	2	...	56	2 1/2	1/4	2	56	2 1/2	1/4	2	144	.....	.....	36 1/2	.....
King Zeitler 1	4	1/16	1	1 1/16	V	11	1 1/2	15 1/2	1 1/2	39	1 1/4	F	11	3	1/4	4	11	3	1/4	4	Opt	Opt	Opt	32	10 1/2
King Zeitler 1 1/2	4	1/16	1	1 1/16	V	11	1 1/2	15 1/2	1 1/2	39	1 1/4	F	12 1/4	3 1/4	1/4	4	12 1/4	3 1/4	1/4	4	Opt	Opt	Opt	32	10 1/4
King Zeitler 2 1/2	4	1/4	1 1/4	1 11/16	V	12	1 1/2	16	1 1/2	38	1 1/2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/4	1/4	4	Opt	Opt	Opt	32	10
King Zeitler 3 1/2	4	1/4	1 1/4	1 11/16	V	12	1 1/2	16	1 1/2	40	1 1/2	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	Opt	Opt	Opt	36	10 1/4
King Zeitler 5	4	1/4	1 1/2	1 11/16	V	14	2	22	2	40 1/2	2	F	19 1/2	4	1/4	4	19 1/2	4	1/4	4	Opt	Opt	Opt	36	10 1/4
Kissel 1 Ton	3	1/16	.....	1 1/4	.....	12 1/4	1 3/4	10	1 1/2	46 3/4	2	F	11	3	1/4	4	12	3 1/4	1/4	4	102	58 1/2	201	34	.....
Kissel Utility 1 1/2	3	1/16	.....	1 1/4	.....	12 1/4	1 3/4	10	1 1/2	46 3/4	2	F	19	2	1/4	4	12	3 1/4	1/4	4	120	70 1/2	219	34	.....
Kissel Freighter 2	3	1/16	.....	1 1/4	.....	12 1/4	1 3/4	10	1 1/2	49	2	F	14	3 1/2	1/4	4	14	3 1/2	1/4	4	144	80	243	34	.....
Kissel Heavy Duty 4	3	1/16	.....	1 1/4	.....	13 3/4	1 3/4	10	1 1/2	52 1/4	2	F	56	2 1/2	1/4	2	56	2 1/2	1/16	2	156	94 3/4	251 1/4	36	.....
Kleiber 1 1/2	4	1/4	1 1/4	.....	V	11	1 1/2	13	1 1/2	45 1/2	1 3/8	F	13	3 1/4	1/4	4	13	3 1/4	1/4	4	114	.....	.....	34	.....
Kleiber 2 1/2	4	1/4	1 1/2	.....	V	12	1 1/2	14	1 1/2	47 1/2	1 3/8	F	14	3 1/2	1/4	4	14	3 1/4	1/4	4	150	.....	.....	34	.....
Kleiber 3 1/2	4	1/4	1 1/2	.....	V	13	1 1/2	14 1/2	1 1/2	47 1/2	1 3/8	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	156	.....	.....	38	.....
Kleiber 5	4	1/4	1 3/4	.....	V	14	1 1/2	15	1 1/2	48 1/2	1 3/4	F	18	4	1/4	4	18	4	1/4	4	171	.....	.....	38	.....
Krebs J–24	4	1/4	1	1/16	V	8	1 1/2	17	1 1/2	42	1 1/2	F	11 1/4	2 1/2	1/4	4	11 1/4	2 1/2	1/4	4	119	64	214	33	10 1/4
Krebs 50	4	1/4	1 1/4	1/16	V	10	1 1/2	17	1 1/2	42	1 1/2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	122	60	222	33	9
Krebs K–45	4	1/4	1 1/4	1/16	V	10	1 1/2	17	1 1/2	42	1 1/2	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	122	60	222	33	10
Krebs 80	4	1/4	1 1/4	1/16	V	11	1 1/2	17	1 1/2	44	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	131	80	234	33 1/4	9
Krebs L–75	4	1/4	1 1/4	1/16	V	11	1 1/2	17	1 1/2	44	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	131	80	234	33 1/4	9
Krebs 100	4	1/4	1 1/4	1/16	V	11	1 1/2	17	1 1/2	44	2	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	131	87	234	38	10
Krebs L–110	4	1/4	1 1/4	1/16	V	11	1 1/2	17	1 1/2	44	2	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	131	87	234	38	10
Krebs 130	4	1/4	1 1/2	1/16	V	11	1 1/2	17	1 1/2	44	2	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	126	92	234	38	10
Krebs B–120	4	1/4	1 1/2	1/16	V	11	1 1/2	17	1 1/2	44	2	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	126	92	234	38	10

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE											BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Lange F–3½	4	¼	1 1/16	1 5/8	V	5	1½	15½	1½	45	1½	F	13¾	3¾	¼	4	13¾	3¾	¼	4	139	88	227½	37	9½
Lange E–2½	4	¼	1 1/16	1 5/8	V	7	1½	14	1½	42	1½	F	11½	3½	¼	4	11½	3½	¼	4	139	85	229	33	10
Larrabee X2–1–1¼ Ton	3	1/16	1¼	1¾	V	6	1¼	14	1¼	34	1¼	F	50	2	1/16	2	50	2	1/16	2	108	59	205	34	11
Larrabee J4–1½–2¼ Ton	4	1/16	1	1½	V	6½	1¼	10	1½	41	1¼	F	19	2	1/16	4	19	2	1/16	4	108	67½	199	34	10½
Larrabee K5–2½–3½ Ton	4	¼	1¼	1¾	V	6	1½	11	1½	45½	1½	F	21	2¼	¼	4	21	2¼	¼	4	Opt	Opt	Opt	34	9¾
Larrabee L4–3½–4½ Ton	4	¼	1¾	1¾	V	6	1½	11	1½	45½	1½	F	21	4	¼	4	21	3	¼	4	Opt	Opt	Opt	36	9
Maccar EX	3	1/16	1¼	3/8	V	4½	1½	15	1½	35½	1¼	F	50	2	1/16	2	48	2	1/16	2	101 5/8	68	192½	37	9½
Maccar L–1; 1½	4	¼	1¼	3/8	V	4	1¾	19	1½	35	2	F	11 5/8	3¼	¼	4	11 5/8	3¼	¼	4	125¾	74¼	228½	34	10 5/8
Maccar H–1, 3	4	¼	1¼	3/8	V	4	1¾	19	1½	37½	2	F	13 1/16	3½	¼	4	13 1/16	3½	¼	4	139¾	79¾	243 3/8	34	10
Maccar M–2, 4	4	¼	1¼	3/8	V	4	1¾	19	1½	37½	2	F	14¾	3¾	¼	4	14¾	3¾	¼	4	153¾	91¾	257 3/8	34	8¾
Maccar G–1, 5	4	¼	1½	3/4	V	8	1¾	16½	1½	40¾	2	F	18	4	¼	4	18	4	¼	4	163 7/8	99 7/8	278	37½	10
Maccar HT	4	¼	1¼	3/4	V	4	1¾	19	1½	35	2	F	13 1/16	3½	¼	4	13 1/16	3½	¼	4	139¾	79¾	243 3/8	34	10
Mack AB-1½,2,2½-T-Ch	3	1/32	1¼	1 3/8	V	7½	1¼	5 3/8	1¼	36 5/8	1¼	F	11 5/8	4	¼	2	16½	2½	¼	4	Opt			33¼	
Mack Dual R'd'n-1½,2,2½	3	1/32	1¼	1 3/8	V	7½	1¼	5 3/8	1¼	36 5/8	1¼	F	18¼	3½	¼	4	12	6	¼	2	Opt			33¼	
Mack AB–Tractor–5	3	1/32	1¼	1 3/8	V	7½	1¼	5 3/8	1¼	36 5/8	1¼	F	11 5/8	4	¼	2	16½	2½	¼	4	77			33¼	
Mack AC-3½,5,6½,7½	3	¼	1½	1 3/8	V	5	1¾	3¼	2				16½	3	¼	4	20½	3½	¼	4	Opt			37½	
Mack AC-Trac.-7,10,13,15	3	¼	1½	1 3/8	V	5	1¾	3¼	2				16½	3	¼	4	20½	3½	¼	4	87			37½	
Mason Road King	3	¼	1¼		V	11 5/8	2	14½	1½		1½	F	42 1/16	2¾	1/16	1	40 5/8	2¾	1/16	1	130 1/16	76 11/16	212 11/16	30	10
Master 22–1½	4	¼	1¼	1 11/16	V	13½	2	12½	1¼	30½	1	F	12	3¼	¼	2	12	3¼	¼	2	Opt			34 1/8	
Master 41–2½	4	¼	1¼	1 11/16	V	13½	2	12½	1¼	31	1¼	F	13¼	3½	¼	2	13¼	3½	¼	2	117¾			34	
Master 51–3½	4	¼	1½	1 11/16	V	13½	2	15	1¼	35	2	F	16	3¾	¼	2	16	3¾	¼	2	147¾			36¾	
Master 61–5	4	¼	1½	1 11/16	V	13½	2	15	1½	35	2	F	13¼	4	¼	2	18	4	¼	2	162 7/8			36¾	
Master 64–5–6	4	¼	1½	1 11/16	V	13½	2	15	1½	37	2	F	13¼	4	¼	2	18	4	¼	2	162 7/8			39	
Maxwell 1½	3	1/8	1	1	V	7¾	2 1/8	3½	2 1/8	36½	5/8		31	1½	1/16	2	24 5/8	2	1/32	1	102			36	
Menominee Hurryton –1	3	¼	1¼	1¾	V	6	1½	12	1¼	40	1¼	F	48	2½	1/16	2	11	2½	1/16	2	102 1/16		197	33	10½
Menominee H–1½	3	¼	1¼	1¾	V	6	1½	12	1¼	40	1¼	F	47 1/16	2½	1/16	2					122		216	32	10 5/8
Menominee D–2	3	¼	1¼	1¾	V	3	1¾	3	1½	37¾	2	F	13½	3½	1/16	8	33¼	2½	1/16	2	146		224	32	10 5/8
Menominee HT–1¼	3	¼	1¾	1¾	V	6	1½	12	1¼	33¾	1¼	F	47 1/16	2½	1/16	2	33¼	2½	1/16	2	102¾		192	32	10 5/8
Menominee J–3, 5	3	¼	1½	2	V	3	1¾	3	1¾	40¾	2	F	69 1/16	3½	1/16	2	52	2½	1/16	2	149		246	38	9
Menominee G–3½	3	¼	1¼	1¾	V	3	1¾	3	1¾	37¾	2	F	15 5/8	3¾	¼	4	15 5/8	3¾	¼	4	149		246	36	9
Moreland RR–1	3	¼	1	1¼	V	8	1½	11¼	1½	34	1¾	F	49	2½	1/16	2	46	2½	1/16	2	108	56 1/16	208 3/8	34	
Moreland BX–1½	3	¼	1	1¼	V	8	1½	11¼	1½	34	1¾	F	12	3¼	¼	4	12	3¼	¼	4	108	56 1/16	208 3/8	34	
Moreland EX–2	3	¼	1¼	1½	V	9	1½	14	1½	42	1¾	F	12	3¼	¼	4	12	3¼	¼	4	132	79 1/8	226¼	34	
Moreland AX–3	3	¼	1¼	1½	V	9	1½	13	1½	42	1¾	F	13½	3½	¼	4	13½	3½	¼	4	174	101¼	253	34	
Moreland RX–5	4	¼	1½	1¾	V	8	1½	14½	1½	42	2	F	15½	3¾	¼	4	15½	3¾	¼	4	192	115¼	271	38	
Moreland RC–Bus	3	¼	1	1¼	H	8	1½	11¼	1½	24	1½	F	49	2½	¼	2	46	2½	¼	2	156	100	256	34	7
Moreland EC–Bus	3	¼	1¼	1½	H	9	1½	13	1½	42	1½	F	13½	3½	¼	4	13½	3½	¼	4	152	102	254	34	8
Moreland AC–Bus	3	¼	1¼	1½	H	9	1½	13	1½	42	1½	F	15½	3¾	¼	4	15½	3¾	¼	4	171	114¼	271	44	7
Nash 2018–1–1½	4	¼	1¼	1¼	....	3	1½	7¾	1¼	36	1	F	49 1/16	2	1/16	2	20 1/16	2½	1/16	1	104½	61	193	30½	9¾
Nash 3018–2–2½	4	¼	1¼	1¼	....	3	1½	....	....	44	1	F	50 5/8	3	1/16	2	20 1/16	2½	1/16	1	118¼	65	207	31 5/8	9¾
Nash 4017–2–2½	3	¼	1¼	1¼	....	7	1½	....	....	44	2	F	49½	2½	¼	4	25 1/16	2	¼	1	117 1/8	85½	202½	38 1/8	14¾
National R	3	¼	1	1/16	V	16	2½	14	2½	40	1½	F	11	3	¼	4	11	3	¼	4	116	57	204	34	10 11/16
National M	3	¼	1	1/16	V	16	2½	14	2½	40	1½	F	12	3¼	¼	4	12	3¼	¼	4	116	65	208	34	9½
National T	3	¼	1¼	1/16	V	12	1½	18	1½	42	1¾	F	13½	3½	¼	4	13½	3½	¼	4	123½	80½	220	34	9⅞
National NB–3½	3	¼	1½	1/16	V	10	1½	17	1½	40	1¾	F	16	3¾	¼	4	16	3¾	¼	4	142	91	243	36	8 1/16
Nelson & LeMoon G–1	4	¼	1	1/16	V	8	1 3/8	3½	1 3/8	39½	1 1/8	F	11½	2½	1/16	2	11½	2½	1/16	2	65				11
Nelson & LeMoon G–1½	4	¼	1	1/16	V	8	1 3/8	3½	1 3/8	39½	1 1/8	F	11½	3	1/16	2	11½	3	1/16	2	Opt				11
Nelson & LeMoon G–2	4	¼	1¼	1/16	V	9	1 3/8	3½	1 3/8	41¼	1¼	..	12	3¼	¼	2	12	3¼	¼	2	Opt				11
Nelson & LeMoon G–3	4	¼	1¼	1/16	V	9	1 3/8	3½	1 3/8	41¼	1¼	..	13½	3½	¼	2	13½	3½	¼	2	Opt				11
Nelson & LeMoon G–4	4	¼	1¼	1/16	V	9	1 3/8	3½	1 3/8	41¼	1¼	..	16½	3¾	¼	2	16½	3¾	¼	2	Opt				11
Nelson & LeMoon G–5	4	¼	1½	1/16	V	12	2	6	2	40½	2	..	18	4	¼	2	18	4	¼	2	Opt				11
Neteo DK–2	3	1/16	1¼	1 1/16	V	12	1½	16	1¼	40 1/16	1½	F	13 1/16	3½	¼	4	13 1/16	3½	¼	4	142	94	234½	34¼	9
Netco HL–2½–3	3	1/16	1½	1 1/16	V	13	1½	16	1¼	41¼	1½	F	13 1/16	3½	¼	4	13 1/16	3½	¼	4	139½	93½	234½	34¼	9
Noble A–96–1½	4	1/16	1	1 1/16	V	10	1¾	12½	1¼	33½	1½	F	47	2½	¼	2	45	2½	¼	2	100	58	191	34	
Noble A–21–1½	4	1/16	1	1 1/16	....	10	1¾	12½	1¼	33½	1½	F	19	2	¼	2	19	2	¼	2	102	74	203	34	
Noble B–31–2	4	1/16	1	1 1/16	....	7	1 7/8	16½	1¼	34¼	1 7/8	F	43	2	¼	2	43	2	¼	2	126	80	221	34	
Noble D–52–3	4	¼	1¼	1 1/16	....	9	2	12	1¼	34¼	1 7/8	F	21	2¼	¼	4	21	2¼	¼	4	.....	101	207	34	
Noble E–72–4	4	¼	1¼	1 1/16	....	14½	2	16	1¼	34¼	1 7/8	F	57	2½	¼	2	57	2½	¼	2	.....	114	218	36	
Northway B–2–2	3	1/16	1 1/16	1¾	V	5¼	2¼	13 7/8	1¼	46 22/64	5/8	V	50½	2¼	¼	2	50½	2¼	¼	2	133	62	223½	33	9
Northway B–3–3½	3	1/16	1 1/16	1¾	V	5¼	2¼	13 7/8	1¼	46 22/64	5/8	V	54	2½	¼	2	54	2½	¼	2	173	92	253¾	34 5/8	11
Ogden A–2–1	3	1/16	1	1	H	12	2	6	2	44	3/4	V	11	2½	¼	4	11	2½	¼	4	108	56	186	33¼	10½
Ogden D–1½	3	1/16	1	1	V	13	2	12	2	44	3/4	V	10 27/32	3	¼	4	10 27/32	3	¼	4	120			33¼	
Ogden E–2½	3	1/16	1¼	2	V	10	1 1/16	14	1 1/16	30	1¼	F	52	2¼	¼	1	52	2¼	¼	1	144			33¼	
Ogden F–3½	3	¼	1¼	2	V	11	½	16	1½	36	1½	F	15 5/8	3¾	¼	4	3/8	3¾	¼	4	168			37	
Ogden G–5	3	¼	1½	3	V	9	2	18	2	40	2	F	11	6	¼	2	25	4	¼	4	168			37	
Old Reliable B–2½	3	¼	1¼	1¼									54	2	¼	1	54	2	¼	1	144			32	
Old Reliable C–3½	3	¼	1½	1½									60	2½	¼	1	60	2½	¼	1	150			32	
Old Reliable D–5	3	¼	1½	1½									72	3	¼	1	72	3	¼	1	156			34	
Old Reliable K. L. M. –7	3	¼	1½	1½									54	3½	¼	1	60	4	¼	1	158			36	
Olympic J	4	¼	1¼	1 5/8	H	12	2	11	1¼	23½	2	F	13½	3½	¼	4	13½	3½	¼	4	123	85	240	33	10
Oneida B9–2	3	1/16	1¼	1½	H	9½	1¼	9½	1¼	38½	2	F	48	2½	1/16	2	34	2½	1/16	2	114			34	
Oneida C9–2½	3	1/16	1¼	1½	H	9½	1¼	9½	1¼	38½	2	F	58	2½	1/16	2	43	2½	1/16	2	138			34	
Oneida D9–3½	3	¼	1¼	1½	H	7	1½	9½	1½	40	2	F	16	3¾	¼	4	16	3¾	¼	4	155¾			36	
Oneida E9–5	3	¼	1¼	1½	H	7½	1¾	9½	1½	40	2	F	18	4	¼	4	18	4	¼	4	177			38	
Oshkosh AW–2	3	1/16	1¼	1½	H	16	2	17	2	33¼	1¼	F	23 5/8	3½	¼	1	43½	2½	1/16	2	108	75 5/8	189	34	
Oshkosh AAW–2	3	1/16	1¼	1½	H	16	2	17	2	33¼	1¼	F	23 5/8	3½	¼	1	43½	2½	1/16	2	144	110 5/8	224	34	
Oshkosh BO–2½	4	1/16	1¼	1¾	V	9¾	1½	12	1½	36½	2	F	23 5/8	4½	3/8	1	43½	2½	1/16	2	125	85½	211	34	
Oshkosh BBO2½	4	1/16	1¼	1¾	V	9¾	1½	12	1½	36½	2	F	23 5/8	4½	3/8	1	43½	2½	1/16	2	144	104½	230	34	
Overland ½	4	1/16	1 1/16	1 3/8	H	12	2 1/16	7¼	2 1/16	33¼	7/8	F	31 1/32	1½	1/32	2	27 1/16	1¼	1/32	2	31¼	29	127¼	26	9½
Parker B–23	4	1/16	1	1¼	V	9	2	6	1¼	32	1½	F	42	2¾	1/16	2	42	2¾	1/16	2	94½	58½	184½	33	10
Parker E–24	3	1/16	1	1¼	V	4	1¼	16	1¼	35¼	1¼	F	47	2½	1/16	2	32¾	2½	1/16	2	113½	70½	200	33	9¾
Parker G24–2½	3	¼	1¼	1½	V	19	1¾	16½	1½	38	2	F	10¾	5	¼	2	19	2½	¼	4	127	79	219	33	9⅞
Parker J24–3½	3	¼	1¼	1½	V	19	1¾	16½	1½	38	2	F	10¾	5	¼	2	19	3½	¼	4	139½	90	231½	33	11
Parker M20–5	3	¼	1½	1¾	V	14	1¾	18	1¾	40½	2	F	10¾	5	¼	2	24½	4	¼	4	145	83½	243½	37	10¼
Parker F24–2	3	¼	1¼	1½	V	19	1¾	16½	1½	38	2	F	47	2½	1/16	2	32¾	2½	1/16	2	127	79	222	33	9½
Patriot 7R–1	3	1/16	1 1/16	3/8	H	8	2	9	2	39	1/4	F	40½	1¾	1/16	1	40½	1¾	1/16	1	93	56	184	33¼	11¾
Patriot 9–L–2	3	1/16	1 1/16	3/8	V	6	1¼	8	1½	37	1¾	F	40½	1¾	1/16	1	40½	1¾	1/16	1	113	65	207	34	10
Patriot 11W–3	3	¼	1 1/16	3/8	V	11	1½	10	2	39	2	F	58	2½	¼	1	43	2½	¼	1	150	82	246	34	10
Penn 1	4	1/16	1 1/16	1 3/8	H	12	2 1/16	7¼	2 1/16	33¼	7/8	F	40	1½	1/32	4	40	1½	1/32	4	89	52	178	34	9½
Penn 2	3	¼	1	....	V	8	2 1/8	8	2 1/8	38	1	F	50½	3	1/16	1	46¾	2	1/16	1	124	80	214	38	12
Perfection A	3	1/16	1	1/16	V	9	2	6	2	43¾	5/8	V	10 1/16	2½	¼	4	10 1/16	2½	¼	4	95¾	67¼	175	32	10½

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	★ Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Perfection B	3	1/4	1	1 1/16	V	9	2	6	2	43 3/4	5/8	V	10 1/16	2 1/2	1/4	4	10 1/16	2 1/2	1/4	4	104 3/4	76 3/4	184	32	10 1/2
Perfection C	4	1/4	1 1/4	1 5/8	V	9 1/2	2	14	1 1/2	41 1/2	1 1/2	F	10	2 1/2	1/4	4	10	2	1/4	4	117 5/8	78 5/8	217	34	10 1/4
Perfection D	4	1/4	1 1/4	1 5/8	V	9 1/2	2	14	1 1/2	41 1/2	1 1/2	F	10	2 1/2	1/4	4	10	2	1/4	4	103 5/8	64 5/8	203	34	9 1/2
Perfection E	4	1/4	1 1/2	1 7/8	V	12	2	6	2	40 3/4	2	F	12	3 1/4	1/4	4	12	2 1/4	1/4	4	116 3/4	80 1/4	205	38	12 1/2
Perfection EA	4	1/4	1 1/2	1 7/8	V	12	2	6	2	40 3/4	2	F	12	3 1/4	1/4	4	12	2 1/4	1/4	4	146 3/4	110 1/4	235	38	12 1/2
Pierce Arrow XA–2	3	1/16	1 1/16	1 5/8	V	16 3/8	2 3/8	14 1/4	2 1/8	43 1/2	1 1/2	F	22 1/16	2 1/4	1/4	4	22 1/16	2 1/4	1/4	4	125 1/16	70 11/16	225	34 1/8	8 1/2
Pierce Arrow XB–3	3	1/16	1 1/16	1 5/8	V	16 3/8	2 3/8	14 1/4	2 1/8	43 1/2	1 1/2	F	22 1/16	2 1/4	1/4	4	22 1/16	2 1/4	1/4	4	125 1/16	70 11/16	225	34 1/8	8 1/2
Pierce Arrow WC–4	3	1/16	1 1/16	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 11/16	6	1/4	2	18	4 3/4	1/2	4	133 1/4	78 3/4	237	38 1/2	7 11/16
Pierce Arrow WD–5	3	1/16	1 1/16	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 11/16	6	1/4	2	18	4 3/4	1/2	4	133 1/4	78 3/4	237	38 1/2	7 11/16
Pierce Arrow RE–6	3	1/16	1 1/16	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 11/16	6	1/4	2	20 7/8	4 3/4	1/2	4	139 1/4	84 3/4	243	38 1/2	8 1/2
Pierce Arrow RF–7 1/2	3	1/16	1 1/16	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 11/16	6	1/4	2	20 7/8	4 3/4	1/2	4	139 1/4	84 3/4	243	38 1/2	8 1/2
Pierce Arrow XB–TT	3	1/16	1 1/16	1 5/8	V	16 3/8	2 3/8	14 1/4	2 1/8	43 1/2	1 1/2	F	22 1/16	2 1/4	1/4	4	22 1/16	2 1/4	1/4	4	77 1/16	48 11/16	172 1/8	34 1/8	8 1/2
Pierce Arrow WD–TT	3	1/16	1 1/16	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 11/16	6	1/4	2	18	4 3/4	1/2	4	77 1/4	48 3/4	173 5/8	38 1/8	7 11/16
Pierce Arrow RF–TT	3	1/16	1 1/16	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 11/16	6	1/4	2	20 7/8	4 3/4	1/2	4	77 1/4	48 3/4	173 5/8	38 1/8	8 1/16
Pioneer 59AA–1	3	1/16	1 1/4	1 1/2	V	13	2	12	2	35	1	F	14	1 3/4	1/16	4	14	1 3/4	1/16	4	102	.....	.....	30	.....
Pittsburgher A 1 1/2–2	3	1/16	1 1/4	1 1/4	....	6	1 1/2	12	1 1/4	37	1	F	24	2	1/4	4	24	2	1/4	4	126	74	210	.....	.....
Pittsburgher C–2 1/2–3	3	1/4	1 1/4	1 1/4	....	6	2 1/4	16	1 1/4	43	2 1/4	F	26	2	1/4	4	26	2	1/4	4	136	84	220	.....	.....
Pittsburgher D–3 1/2	3	1/4	1 1/4	1 1/4	....	6	2 1/4	16	1 1/4	43	2 1/4	F	26	2	1/4	4	26	2	1/4	4	136	84	220	.....	.....
Power 1 1/2	3	1/16	1	....	V	8	1 1/4	10	1 1/4	36	1 1/2	F	11 3/4	3 1/4	1/4	4	11	3 1/4	1/4	4	.....	.....	.....	32	10 1/2
Power F–2 1/2	3	1/16	1	....	V	8	1 1/4	12 1/4	1 1/4	36	1 1/2	F	26 1/2	2	1/4	4	26 1/4	2	1/4	4	143	.....	.....	32	12
Power C–3 1/2	3	1/4	1 1/4	....	V	9	1 1/2	12	1 1/2	36	1 1/2	F	59	2 1/4	1/4	1	45	2 1/4	1/4	1	.....	.....	.....	36	12
Rainier R31–3/4	3	1/16	1	1/16	V	9	2	6	2	43 3/4	5/8	V	11	2 1/2	1/4	4	11	2 1/2	1/4	4	86 1/2	50 3/8	181	34	11 1/4
Rainier R29–1	3	1/16	1	1/16	V	9	2	6	2	43 3/4	5/8	V	11	2 1/2	1/4	4	11	2 1/2	1/4	4	96 1/2	57 5/8	190 1/4	34	10 1/4
Rainier R36–1 1/2	4	1/16	1	1/16	V	8	1 1/2	14	1 1/2	40	1 1/4	F	11 3/4	3 1/4	1/4	4	11	3 1/4	1/4	4	111	72 1/4	206 1/2	34	9 1/4
Rainier R28–2–2 1/2	4	1/4	1 1/4	1/16	V	9 1/2	1 1/2	14	1 1/2	42	1 1/4	F	20	2 1/4	1/4	4	20	2 1/4	1/4	4	124 3/4	80 1/2	225	33	9 1/4
Rainier R20–2 1/2–3	4	1/4	1 1/4	1/16	V	9 1/2	1 1/2	14	1 1/2	42	1 1/4	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	137 1/2	85 1/2	241 3/4	33	10
Rainier R25–3 1/2–5	4	1/4	1 1/4	1/16	V	9 1/2	1 1/2	14	1 1/2	42	1 1/4	F	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	157 1/2	91	263 7/8	37	8 3/4
Rainier R27–6–7	4	1/4	1 1/2	1/16	V	9 1/2	1 1/2	14	1 1/2	42	1 3/4	F	18	4	1/4	4	18	4	1/4	4	154 1/2	88	263 7/8	37	9 1/2
Red Ball	3	1/4	1 1/16	1/16	V	8	1 1/2	14	1 1/2	42	1 1/2	F	58	2 1/2	1/16	2	43	2 1/2	1/16	2	167 1/2	104 1/2	267	34	10 1/2
Reo F-2500 lbs	3	1/16	1	1 1/4	V	5 1/2	1	5 1/2	1	39 1/32	7/8	V	45 7/8	3	1/16	1	40 1/16	3	1/16	1	81 1/16	55 3/4	171	30	10 1/2
Rowe CDW–2 1/2	3	1/4	1 1/4	1/16	V	18	1 3/4	16	1 1/2	37	2	...	20	2 1/4	1/4	4	20	2 1/4	1/4	4	139 1/2	81 1/4	224 3/4	33	9 3/4
Rowe GSW–3	3	1/4	1 1/4	1/16	V	18	1 3/4	16	1 1/2	37	2	...	20	2 1/4	1/4	4	20	2 1/4	1/4	4	139 1/2	81 1/4	224 3/4	33	9 3/4
Rowe HW–4	3	1/4	1 1/4	1/16	V	18	1 3/4	16	1 1/2	37	2	...	22	4	1/4	4	22	3	1/4	4	163 1/2	99	249 1/2	36	9
Rowe FW–5	3	1/4	1 3/8	1/16	V	11	1 3/4	17	1 3/4	43	2	...	68	3	1/4	2	60	3	1/4	2	175 1/2	107 3/4	265	38 1/2	10 1/2
Ruggles 15–3/4	3	1/16	1	1/16	V	12 1/2	2	20	2	34 3/4	1 1/4	F	43 7/8	2	1/4	2	39	1 3/4	1/2	2	128	97 1/2	170	38 1/2	9 3/4
Ruggles 20R–1 1/4	3	1/4	1 1/4	1/16	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F	48	2 1/2	1/2	2	46 5/8	2 1/4	1/2	2	96 5/8	55 3/8	186 3/4	34	11
Ruggles 20AR–1 1/4	3	1/4	1 1/4	1/16	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F	48	2 1/2	1/2	2	46 5/8	2 1/4	1/2	2	104 1/2	65	194 3/4	34	11
Ruggles 40–2	3	1/4	1 1/4	1/16	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F	47 1/2	2 1/2	1/2	2	33 1/4	2 1/2	1/2	2	134 1/4	75 1/2	224	34	8 1/4
Ruggles 40H–2 1/2	3	1/4	1 3/4	1/16	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F	58	2 1/2	1/16	2	44	2 1/2	1/16	2	134 1/4	75 1/2	224	34	9 1/4
Sandow G–1	3	1/4	1 1/4	1	H	9	2	7	2	38 3/4	3/4	V	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	96	.....	205	34	10 1/2
Sandow C–G–1 1/2	3	1/4	1 1/4	1	H	9	2	7	2	38 3/4	3/4	V	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	120	.....	.....	34	10 1/2
Sandow J–2 1/2	3	1/4	1 1/2	1 1/4	V	7	1 1/4	13	1 1/4	39	1/8	F	11 3/4	3 1/2	1/4	4	11 3/4	3 1/2	1/4	4	Opt	.....	.....	32	10 1/2
Sandow M–3 1/2	3	1/4	1 3/4	1 1/4	V	9	1 1/2	13	1 1/4	40	1/8	F	13 1/2	4	1/4	4	11 3/4	3 1/2	1/4	4	Opt	.....	.....	37	11
Sandow L–5	...	...	...	...	...	...	...	...	...	...	...	...	13 1/2	4	1/4	4	11 3/4	3 1/2	1/4	4	Opt	.....	.....	37	11
Sanford W15–1 1/2	3	1/4	1	1	H	9	2 1/4	11	1 1/2	40	5/8	V	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	120	71 3/4	205 3/4	32	11
Sanford 25–2 1/2	3	1/4	1 1/4	1 1/4	V	8	1 1/2	11	1 1/2	32	1 1/8	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	144	109 1/2	238	35	9 3/4
Sanford 35–3 1/2	3	1/4	1 1/4	1 1/4	V	9	2 1/4	11	1 1/2	32	1 1/8	F	55 3/4	2 1/2	1/4	2	55 3/4	2 1/2	1/4	2	144	97 1/2	244	35	8 11/16
Sanford 50–5	3	1/4	1 1/4	1 1/4	V	9	2 1/4	11	1 1/2	32	1 1/8	F	65	2	1/4	2	65	2	1/4	2	144	97 1/2	244	35	10 1/2
Saurer 5AD–6 1/2	4	1/4	1 1/2	1 3/8	V	6	1 3/8	10	1 3/8	47 1/2	1 1/2	F	...	...	...	...	...	...	...	...	Opt	Opt	Opt	33 1/2	10
Schacht H–1 1/2	3	1/4	1 1/4	2	H	4 1/4	1 3/4	15	1 1/4	38	1 1/4	F	33	2 1/2	1/16	1	48	2 1/2	1/16	1	.....	.....	.....	31	.....
Schacht G–2–2 1/2–3	4	1/4	1 1/4	2	H	18	2	14	1 1/4	40	2	F	8 1/4	3	1/4	4	13 1/2	3 1/4	1/4	4	.....	.....	.....	35 3/4	.....
Schacht G–4–5	4	1/4	1 1/4	2	H	18	2	14	1 1/4	40	2	F	8 1/4	3	1/4	4	15	4	3/8	4	.....	.....	.....	35 1/4	.....
Selden 30C	4	1/4	1	1 1/16	V	6	1 1/2	11 1/2	1 1/2	41	1 1/4	F	11 1/16	3 1/4	1/4	4	11 1/16	3 1/4	1/4	4	114	71	198 1/2	34	.....
Selden 50B	4	1/4	1	1 1/16	V	8 3/8	1 1/2	14 3/4	1 1/2	39 1/4	1 1/2	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	136	82	227 3/4	34	.....
Selden 52	4	1/4	1 1/4	1 11/16	V	8 3/8	1 1/2	16 1/4	1 1/2	40 3/8	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	240	161	295	52	.....
Selden 53B	4	1/4	1 1/4	1 11/16	V	11 1/2	1 1/2	16 1/4	1 1/2	40 3/8	2	F	13	3 1/2	1/4	3	13	3 1/2	1/4	4	136	82	244	34	.....
Selden 70B	4	1/4	1 1/4	1 11/16	V	8 3/8	1 1/2	16 3/4	1 1/2	40 3/8	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	155	91	253 1/16	37 1/2	.....
Selden 73B	4	1/4	.....	.....	V	9	1 3/4	14 3/4	1 1/2	40 3/8	2	F	.....	.....	.....	.....	.....	.....	.....	.....	155	91	.....	.....	.....
Selden 90B	4	1/4	1 1/2	1 11/16	V	7	1 3/4	16 3/4	1 1/2	40 3/8	2	F	17 11/16	4	1/4	4	17 11/16	4	1/4	4	153	89	256 1/16	37 1/2	.....
Service 25–1 1/4	3	1/16	1	1/16	V	12 1/2	1 3/4	13	1 1/4	32 3/8	1 1/2	F	20	1 3/4	1/16	4	20	1 3/4	1/16	4	106 3/4	65 3/4	203 1/2	32	9 1/4
Service 33–1 1/2	4	1/4	1	1/16	V	8	1 3/4	10	1 1/4	38	3/4	V	11	3	1/4	4	11	3	1/4	4	121	76 3/4	216 1/16	34	10 1/2
Service 42–2	4	1/4	1 1/4	1/16	V	10	2	10	1 1/4	38	3/4	V	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	117 3/4	81 3/4	216 1/16	34	10 3/4
Service 61–3	4	1/4	1 1/4	1/16	V	10	2	10	1 1/4	38	3/4	V	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	127 3/4	92 1/4	226 1/16	34	10
Service 81–4	4	1/4	1 1/4	1/16	V	10	2	11 1/2	1 1/4	40 3/4	3/4	V	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	144	100 1/2	245 11/16	38	8 1/2
Service 103–6	4	1/4	1 1/4	1/16	V	10	2	11 1/2	1 1/4	40 3/4	3/4	V	18	4	1/4	4	18	4	1/4	4	144	100 3/4	245 11/16	38	10
Signal NF–1	4	1/16	1 1/16	1 1/16	V	7 1/4	1 1/2	16 1/2	1 1/2	39 3/4	1 1/4	F	11 3/4	3	1/4	4	11 3/4	3	1/4	4	112	.....	.....	30 1/2	.....
Signal H–1 1/2	4	1/4	1 1/16	1 11/16	V	10	1 1/2	13 1/2	1 1/2	41	1 1/2	F	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	120	.....	.....	34	.....
Signal J–2 1/2	4	1/4	1 1/16	1 11/16	V	13 1/2	1 1/2	17	1 1/2	41	1 1/2	F	13 1/8	3 1/2	1/4	4	13 1/8	3 1/2	1/4	4	126	.....	.....	34	.....
Signal M–3 1/2	4	1/4	1 1/16	1 11/16	V	10	1 1/2	13 1/2	1 1/2	42 7/8	1 1/2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	178	.....	.....	38	.....
Signal R–5	4	1/4	1 1/16	1 1/8	V	16 1/2	1 1/2	15	1 1/2	42 1/2	1 3/4	F	17 11/16	4	1/4	4	17 11/16	4	1/4	4	178	.....	.....	38	.....
Standard 75–1 1/4	3	1/16	1	1 1/16	H	10 1/2	2 1/16	14 3/4	1 1/16	39 1/4	1 1/4	F	11 3/4	2 1/2	1/4	4	11 3/4	2 1/2	1/4	4	108	62 1/2	198	32	9 3/4
Standard 1 1/2K–1–1 1/2	3	1/16	1	1 1/16	V	10 1/2	2 1/16	14 3/4	1 1/16	39 1/4	1 1/4	F	10 7/8	3	1/4	4	10 7/8	3	1/4	4	120	72 1/2	210	32	9 1/8
Standard 2 1/2K–2 1/2–3	3	1/16	1 1/4	1 11/16	V	10	1 7/8	16	1 7/8	40 7/8	1 1/2	F	13 1/16	3 1/2	1/4	4	13 1/16	3 1/2	1/4	4	132	83	220 3/8	32	12
Standard 3 1/2K–3 1/2–5	3	1/16	1 1/4	1 11/16	V	10	1 7/8	16	1 7/8	41 1/2	1 1/2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 1/4	1/4	4	144	93 3/4	240	38	9 1/2
Standard 5K–5–7	3	1/4	1 1/2	1 11/16	V	8	1 7/8	3 1/2	1 7/8	42 1/4	1 3/4	F	17 11/16	4	1/4	4	17	4	1/4	4	144	93 3/4	244 1/2	38	9
Sterling 1 1/2	3	1/4	1 1/4	1/4	V	10	1 1/2	19	1 1/2	38	1 1/2	F	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	120	70	216	34	.....
Sterling 2	3	1/4	1 1/4	1/4	V	10	1 1/2	19	1 1/2	38	1 1/2	F	13 3/8	3 1/2	1/4	4	13 3/8	3 1/2	1/4	4	120	70	216	34	.....
Sterling 2 1/2	3	1/4	1 1/4	1/4	V	10	1 1/2	19	1 1/2	38	1 1/2	F	13 3/8	3 1/2	1/4	4	13 3/8	3 1/2	1/4	4	138	84	234	34	.....
Sterling 3 1/2	3	1/4	1 1/4	1/4	V	13 1/2	1 1/2	22	1 1/2	40 1/2	1 1/2	F	15 3/4	3 3/4	1/4	4	15 3/4	3 3/4	1/4	4	144	85	245	38	.....
Sterling 5–Worm	3	1/4	1 1/2	1/4	V	10	1 1/2	19	1 1/2	40 1/2	1 1/2	F	17 11/16	4	1/4	4	17 11/16	4	1/4	4	158	91	259	38	.....
Sterling 5–Chain E.H.D	3	1/4	1 1/2	1/4	V	10	1 1/2	19	1 1/2	40 1/2	1 1/2	F	56 1/2	3 1/2	1/4	2	29 1/16	4	1/4	1	158	97	259	38	.....
Sterling 5–Ch. E.L.D	3	1/4	1 1/2	1/4	V	13 1/2	1 1/2	22	1 1/2	40 1/2	1 1/2	F	56 1/2	3 1/2	1/4	2	29 1/16	4	1/4	1	158	97	259	38	.....
Sterling 7 1/2	3	1/4	1 1/2	1/4	V	10	1 1/2	19	1 1/2	40 1/2	1 1/2	F	56 1/2	3 1/2	1/4	2	29 1/16	4	1/4	1	158	97	259	38	.....
Stewart M15–1 1/4	3	1/16	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	41 3/8	2	1/16	2	22 3/4	2	1/16	1	99 1/2	.....	.....	38	.....
Stewart M9–1 1/2	3	1/16	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	48 1/2	2	1/16	2	8	5	1/16	2	119 1/4	.....	.....	32	.....
Stewart M7X	3	1/4	.....	1 1/16	.....	.....	.....	.....	.....	.....	.....	.....	50 5/8	2	1/16	2	8	5	1/16	2	132 3/4	.....	.....	32	.....
Stewart M10X	3	1/4	.....	1 5/8	.....	.....	.....	.....	.....	.....	.....	.....	60	3	1/16	2	8	5	1/16	2	138	.....	.....	32	.....
Stoughton C–3/4	3	1/16	1	1 3/8	V	14	2 1/2	14	2 1/2	33	1 1/2	F	56 1/2	2 1/2	1/8	2	55	2 1/4	1/8	2	92 1/2	57	182	34	10 1/2
Stoughton BJ–1 1/2	3	1/16	1 1/4	1 5/8	V	13 1/2	1 3/4	12 1/2	1 1/4	40	2	F	56 1/2	2 1/2	1/8	2	55	2 1/4	1/8	2	107	67	200	34	.....
Stoughton B–1 1/2	4	1/4	1	1 3/8	V	18	1 1/4	15	1 1/4	39 1/4	1 1/2	F	19	2	1/4	4	19	2	1/4	4	116	66	210	34	11
Stoughton D–2	3	1/4	1 1/4	1 5/8	V	9	1 1/2	14	1 1/4	44	2	F	23	2 1/4	1/4	4	23	2 1/4	1/4	4	116	70	210	34	9 3/4
Stoughton F–3	3	1/4	1 1/4	1 5/8	V	10	2	15	1 1/4	44	2	F	23	2 1/4	1/4	4	23	2 1/4	1/4	4	127	82	222	36	9 3/4

Replacement Table – Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING							FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Super Truck 50	3	1/4	1 1/4	1 11/16	V	18 1/2	1 3/4	19	1 1/2	37 1/2	1 7/8	F	51 1/2	2 1/4	1/4	2	51 1/2	1 1/4	1/4	2	135	84	243	36	9 1/4
Super Truck 70	3	1/4	1 1/4	1 11/16	V	18 1/2	1 3/4	19	1 1/2	37 1/2	1 7/8	F	55 1/2	2 1/2	1/4	2	55 1/2	2 1/4	1/4	2	144	97 7/8	249	34	10 3/4
Super Truck 100	3	1/4	1 1/2	1 11/16	V	6	1 3/4	19	1 3/4	42	1 7/8	F	68	3	1/4	2	51 1/2	3	1/4	2	144	97 7/8	249	34	10
Traffic C–4000	3	1/16	1	1/16	H	10 1/2	2	10 1/2	2	41 1/4	1 1/4	F	43 1/2	2 1/2	1/16	2	38	1 3/4	1/16	2	120 3/4	67 3/4	213 3/8	42	10 3/4
Traffic 6000	3	1/16	1	1/16	H	10 1/2	2	10 1/2	2	41 1/4	1 1/4	F	52	3	1/16	2	47	2	1/16	2	120 3/4	69 3/4	213 3/8	34	11 3/4
Traffic Speedboy	3	1/16	1	1/16	H	10 1/2	2	10 1/2	2	41 1/4	1 1/4	F	43 1/2	2 1/2	1/16	2	38	1 3/4	1/16	2	86	53 7/8	174	34	11 3/4
Transport 15–1	3	1/16	1	1	H	10 3/4	2	13	2	40 3/8	1 1/4	F	48	2 1/2	1/16	2	46 5/8	2 1/4	1/16	2	98 1/8	57 3/8	188	34	10
Transport 26–1 1/2	4	1/16	1	1	V	9 1/4	2	13	1 1/4	34 1/8	1 3/4	F	48 1/2	2	1/16	2	46 1/2	1 1/2	1/16	2	113 7/8	70 1/4	201	34	10
Transport 36–2	4	1/4	1 1/4	1 1/4	V	10 3/4	2	16	1 1/4	33 1/2	2	F	10 1/4	3 1/2	1/16	2	46 1/2	1 1/2	1/16	2	120 1/4	72 3/4	210	34	11
Transport 61–3 1/2	4	1/4	1 1/4	1 1/4	V	9 1/4	2	16	1 1/4	33 1/2	2	F	11 7/8	3	1/16	4	48 1/2	2 1/2	1/16	2	127 3/8	78 1/8	218	34	11
Transport 75–5	4	1/4	1 1/4	1 1/4	V	12	2	16	1 1/4	35 7/8	2	F	11 7/8	3	1/16	4	58	2 1/2	1/16	2	150 1/8	93 1/8	251 1/2	36 1/2	10 1/2
Traylor B	4	1/4	1	....	V	10	2	6	1 1/4	38	1	F	50	2	1/4	2	50	2	1/4	2	117	75	204 3/4	34	10
Traylor C	4	1/4	1 1/4	....	V	12	2	12	1 1/4	36	2	F	50	2	1/4	2	50	2	1/4	2	122	73 1/2	218 3/4	34	10 5/8
Traylor D	4	1/4	1 1/4	....	V	12	2	12	1 1/4	36	2	F	56 1/2	2 1/4	1/4	2	56 1/2	2 1/4	1/4	2	142	76	241 1/2	34	9 3/4
Traylor F	4	1/4	1 1/4	....	V	14	2	14	1 1/4	37	2	F	59	2 1/2	....	2	59	2 1/2	....	2	165	92 1/2	273 1/4	35	11
Triangle AA–1	3	1/16	1	1	H	17	2	17	2	34	1	F	22 1/2	1 1/4	1/16	1	48	2 1/2	1/16	2	94	53	177	35	10
Triangle A–1 1/2	4	1/4	1	1	V	14	1 1/4	14 1/2	1 1/4	39 1/4	1 1/2	F	7 1/2	4	1/16	2	49	2	1/16	2	126	77 1/2	225	34	12
Triangle B–2 1/2	3	1/4	1 1/4	1 1/4	V	9	1 1/2	18	1 1/4	39 1/4	1 1/2	F	7 1/2	4	1/16	2	52	3	1/16	2	132	84 1/2	217 1/2	34	9
Triangle C–2	4	1/4	1	1	V	14	1 1/4	14 1/2	1 1/4	39 1/4	1 1/2	F	7 1/2	4	1/16	2	52	3	1/16	2	129	81	219 7/8	34	12
Ultimate A–2	4	1/4	1 1/4	1 5/8	V	11	2	8	1 1/4	34	2	F	17	4 1/2	1/4	2	17	4 1/2	1/4	2	126	.....	.....	32 3/4	.....
Ultimate AJ2–	4	1/4	1 1/4	1 5/8	V	11	2	8	1 1/4	34	2	F	17	4 1/2	1/4	2	17	4 1/2	1/4	2	126	.....	.....	32 3/4	.....
Ultimate AJL–2	4	1/4	1 1/4	1 5/8	V	11	2	8	1 1/4	34	2	F	17	4 1/2	1/4	2	17	4 1/2	1/4	2	150	.....	.....	32 3/4	.....
Ultimate AJXL	4	1/4	1 1/4	1 5/8	V	12	2	8	1 1/4	34	2	F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ultimate B–3	4	1/4	1 1/4	1 5/8	V	11	2	8	1 1/4	34	2	F	17	4 1/2	1/4	2	17	4 1/2	1/4	2	144	.....	.....	32 3/4	.....
Ultimate BL–3	4	1/4	1 1/4	1 5/8	V	11	2	8	1 1/4	34	2	F	17	4 1/2	1/4	2	17	4 1/2	1/4	2	192	.....	.....	32 3/4	.....
Ultimate D–5	4	1/4	1 1/4	1 5/8	V	11	2	8	1 1/4	34	2	F	51	2 1/4	1/4	2	51	2 1/4	1/4	2	180	.....	.....	37 1/2	.....
Union FW–2 1/2	3	1/4	1 1/4	1 1/4	V	20	1 3/4	19 1/2	1 1/2	37 3/4	2	F	26	4 1/2	1/4	1	52	3	1/4	1	133 1/2	77 3/4	224	32	11 1/2
Union H–4	3	1/4	1 1/4	1 1/4	V	20	1 3/4	19 1/2	1 1/2	37 3/4	2	F	56 3/4	3 1/2	1/16	1	32	4 1/2	1/16	1	157 1/2	.....	.....	34	.....
Union HW–4	3	1/4	1 1/4	1 1/4	V	20	1 3/4	19 1/2	1 1/2	37 3/4	2	F	26	4 1/4	1/4	1	24	4	1/4	2	157 1/2	98	264	34	13 1/2
United Highway Spec	3	1/16	1	1/16	V	14	2	19	2	34 5/8	1 1/4	F	48	2 1/2	1/16	2	46 5/8	2 1/2	1/16	2	92	53 5/8	182	33	9 3/4
United 30	3	1/4	1 1/4	1/16	V	10	2	13 1/2	2	32 3/4	1 1/2	F	48	2 1/2	1/16	2	46 5/8	2 1/2	1/16	2	115 5/8	75 5/8	206	33	10 1/2
United 35	3	1/4	1 1/4	1/16	V	10	2	13 1/2	2	32 3/4	1 1/2	F	47 1/16	2 1/2	1/16	2	33 1/4	2 1/2	1/16	2	115 5/8	76 3/8	206	33	9
United 50	3	1/4	1 1/4	1/16	V	10	2	13 1/2	2	32 3/4	1 1/2	F	47 1/16	2 1/2	1/16	2	33 1/4	2 1/2	1/16	2	132 5/8	80 3/8	226	33	8 1/2
United 60	3	1/4	1 1/4	1/16	V	10	2	13 1/2	2	32 3/4	1 1/2	F	57 1/2	2 1/2	1/16	2	42 1/2	2 1/2	1/16	2	132 5/8	80 5/8	226	33	8 1/2
United 80	4	1/16	1 1/4	1/16	V	8 5/8	2	13 3/4	1 1/2	42	2	F	57 1/2	2 1/2	1/16	2	42 1/2	2 1/2	1/16	2	141 5/8	81 1/4	237 5/8	34	9 5/8
U.S.U.–1 1/4	4	1/16	1	1/8	V	11 1/2	1 3/4	11 1/2	1 1/4	33	1 1/4	F	50 1/2	2 1/2	1/16	2	20	1 1/2	1/16	4	108	70	195	32	9 3/4
U.S.N.–1 1/2	3	M	1	1/8	H	11 1/2	2	9	1 1/4	37	1 1/4	F	50 1/2	2 1/2	1/16	2	46 1/2	1 1/2	1/16	2	120	82	211	34	11
U.S.N.W. 23–1 1/2–2	4	1/16	1	1/8	H	10 3/4	1 3/4	11 1/2	1 1/4	33	1 1/4	F	21	2 1/4	1/16	4	21	2 1/4	1/16	4	120	82	211	34	11
U.S.R.–2 1/2–3	3	1/16	1 1/4	1/8	V	10	1 1/4	10	1 1/4	35	1 1/4	F	21	2 1/4	1/4	4	21	2 1/4	1/4	4	144	94	241	34	9 3/4
U.S.S.–3 1/2–4	3	1/4	1 1/4	1/4	V	9	1 1/2	8	1 1/2	37	1 1/4	F	21	4	1/4	4	21	3	1/4	4	156	104	258	36	9
U.S.T. 5–7	4	1/4	1 1/2	1/4	V	15	2	13	1 1/2	38 3/4	2	F	62	3	1/4	4	33	4	1/4	1	168	103	278	36	10 1/2
U.S.S. Spec. 4–5	3	1/4	1 1/4	1/4	V	9	1 1/2	8	1 1/2	37	1 1/4	F	21	4	1/4	4	21	3	1/4	4	156	.....	.....	36	....
Wachusett S–1	3	1/16	1 1/4	1/16	V	9 1/2	1 1/4	11	1 1/4	31 1/2	1 1/4	F	11 1/4	2 1/2	1/4	2	11 1/4	2 1/2	1/4	2	115	74	212	33	.....
Wachusett J–1 1/2	4	1/16	1 1/4	1/16	V	10	1 1/2	10 1/2	1 1/2	36	1 1/16	F	11	3	1/4	2	11	3	1/4	2	121	76	212	33	.....
Wachusett K2	4	1/16	1 1/4	1/16	V	11	1 1/2	11	1 1/2	40 1/2	1 1/16	F	11 3/4	3 1/4	1/4	2	11 3/4	3 1/4	1/4	2	145	78	240	33	.....
Wachusett L2 1/2	4	1/4	1 1/4	1/16	V	10	1 1/2	11	1 1/2	41 1/2	1 1/16	F	13 1/2	3 1/2	1/4	2	13 1/2	3 1/2	1/4	2	144	94	241	33	.....
Walker 12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	2 1/2	1/4	8	72	.....	.....	32	.....
Walker 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45 1/2	2 1/2	1/8	2	16	2	1/8	4	90	.....	.....	32	.....
Walker P–3 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53 1/4	3	1/4	2	19 1/4	2 1/2	1/4	4	140	.....	.....	35	.....
Walker N–5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53 1/4	3	1/4	2	19 1/4	2 1/2	1/4	4	162	.....	.....	35	.....
Walker 22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45 1/2	2 1/2	1/16	2	16	2	1/16	4	99	.....	.....	32	.....
Walker 42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53 1/4	3	1/4	2	19 1/4	2 1/2	1/4	4	120	.....	.....	32	.....
Walker Johnson L–1 1/2	3	1/16	1 1/4	1 11/16	V	7	1 1/4	6	1 1/4	36	1 1/4	F	11 1/2	3	1/4	4	11 1/2	3	1/4	4	111 1/2	69	206	32	10
Walker Johnson B–3	3	1/4	1 1/4	1 11/16	V	7	1 1/2	5	1 1/2	36	1 1/4	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	133	74 1/2	223	32 1/16	10 1/2
Walter S–5	3	1/4	1 1/2	2	V	10	1 1/2	18	1 1/2	39	1 1/2	F	15	5	1/4	4	57	2 1/2	1/4	2	150	.....	.....	36	.....
Ward LaFr'e 2B–2 1/2–3 1/2	3	1/4	1 1/4	1 1/2	V	7	1 1/2	16	1 1/2	41 1/2	1 1/2	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	137 1/2	.....	.....	33	.....
Ward LaFrance 4A–3 1/2–5	3	1/4	1 3/4	1 3/4	V	8 1/2	1 1/2	18	1 1/2	41 1/2	1 1/2	F	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	170 1/16	.....	.....	37	.....
Ward LaFrance 5A–5–7	3	1/4	1 1/2	1 3/4	V	9 1/4	1 1/2	18	1 1/2	41 1/2	1 1/2	F	18	4	1/4	4	18	4	1/4	4	170 1/16	.....	.....	37	.....
White 15A–Taxi	3	1/4	1	1/16	V	7 1/4	1	6 1/2	1 1/4	38	1 1/4	F	46	2 1/2	1/16	2	41 1/16	2 1/2	1/16	2	55 3/4	43 1/2	149 1/4	34	8 1/16
White 15–3/4	3	1/4	1 1/16	1 11/16	V	7 1/4	1	6 1/2	1 1/4	38	1 1/4	F	46	2 1/2	1/16	2	41 1/16	2 1/2	1/16	2	85 1/2	58	179	34	9 1/16
White 15–45–3/4	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	40 5/8	2	F	53 7/8	2 1/2	1/16	2	50 7/8	2 1/2	1/16	2	85 3/8	57 7/8	189	34	9 1/16
White 20–2	3	1/4	1 1/16	1 11/16	V	7 1/4	1	7 1/4	1 1/4	38	1 1/4	F	55 1/2	3 1/2	1/4	2	50 7/8	3 1/2	1/16	2	146	92 1/2	239 1/2	34	9 1/16
White 20–D–2	3	1/4	1 1/16	1 11/16	V	7 1/4	1	7 1/4	1 1/4	38	1 1/4	F	55 1/2	3 1/2	1/4	2	50 7/8	3 1/2	1/16	2	98	70	191 1/2	34	9 1/16
White 20–45–2	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	40 5/8	2	F	11 3/8	5	1/16	4	50 7/8	3 1/2	1/16	2	107 1/2	82	214 1/4	34	9 1/16
White 50A–Bus	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	55 1/8	3 1/4	1/4	2	24 1/2	3 1/2	1/16	4	168	112	274 3/4	34	9 1/16
White 40–3 1/2	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	11 3/8	5	1/16	4	25 7/8	5	1/16	4	164	106 1/2	267 1/2	42 1/2	10 3/4
White 40–D–3 1/2	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	11 3/8	5	1/16	4	25 7/8	5	1/16	4	118	88 1/2	222 1/2	42 1/2	10 3/4
White 45–5	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	11 3/8	5	1/16	4	25 7/8	5	1/16	4	164	106 1/2	267 1/2	42 1/2	11
White 45–D–5	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	11 3/8	5	1/16	4	25 7/8	5	1/16	4	119	88 1/2	222 1/2	42 1/2	11
Wilcox AA–1	3	1/4	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	47 1/16	2 1/2	1/16	2	33 1/4	2 1/2	1/16	2	96	.....	.....	34	.....
Wilcox B–1 1/2	3	1/4	1 1/4	.....	.....	.....	.....	.....	.....	.....	.....	.....	47 1/16	2 1/2	1/16	2	33 1/4	2 1/2	1/16	2	132	.....	.....	33	.....
Wilcox C–2 1/2	3	1/4	1 1/4	.....	.....	.....	.....	.....	.....	.....	.....	.....	57 1/2	2 1/2	1/16	2	42 1/2	2 1/2	1/16	2	141	.....	.....	33	.....
Wilcox E–3 1/2	3	1/4	1 1/4	.....	.....	.....	.....	.....	.....	.....	.....	.....	57 1/2	2 1/2	1/4	2	42 1/2	2 1/2	1/4	2	156	.....	.....	33	.....
Wilcox F–5	3	1/4	1 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	69 3/8	3 1/2	1/4	2	52	3 1/2	1/4	2	148 1/2	.....	.....	36	.....
Wichita K–1	3	1/4	1 1/8	1 3/8	V	18 1/2	1 1/4	12	1 1/4	52 3/4	1 1/2	F	19 1/2	2	1/16	4	19 1/2	2	1/16	4	127 1/2	.....	.....	32	.....
Wichita M–2	3	1/4	1 1/8	1 3/8	V	18 1/2	1 1/4	12	1 1/4	52 3/4	1 1/2	F	49	2	1/16	2	49	2	1/16	2	126 1/2	.....	.....	30	.....
Wichita R–2 1/2	3	1/4	1 1/8	1 3/8	V	18 1/2	1 1/4	12	1 1/4	52 3/4	1 1/2	F	54	2 1/4	1/16	2	54	2 1/4	1/16	2	126 1/2	.....	.....	30	.....
Wichita RX–2 1/2	3	1/4	1 1/4	1 3/4	V	11	1 1/2	11	1 1/2	40	1 1/2	F	54	2 1/4	1/16	2	54	2 1/4	1/16	2	130	.....	.....	30	.....
Wichita O–3 1/2	3	1/4	1 1/2	1 3/4	V	11	1 1/2	11	1 1/2	40	1 1/2	F	56 1/2	2 1/2	1/16	2	56 1/2	2 1/2	1/4	2	152 1/2	.....	.....	30	.....
Wichita S–5	3	1/4	1 1/2	1 3/4	V	11	1 1/2	11	1 1/2	40	1 1/2	F	66	3	1/4	2	66	3	1/4	2	163 1/2	.....	.....	36	.....
Wisconsin 2 (Loganville)	3	1/16	1 1/4	1 1/4	H	17	2	17	2	34	1/4	F	58	2 1/2	1/16	2	56 1/2	2 1/4	1/16	2	114	.....	.....	34	.....
Wisconsin 2 1/2 (Loganville)	3	1/16	1 1/4	1 1/4	V	12	1 1/2	10	1 1/4	40	3/4	V	58	2 1/2	1/16	2	56 1/2	2 1/4	1/16	2	120	.....	.....	32	.....
Witt-Will P–2	3	1/16	1 1/4	1 1/4	V	8	1 1/2	12	1 1/4	31	1 1/4	F	48	3 1/4	1/4	4	48	3 1/4	1/4	4	.....	78	223	32	10
Witt-Will SS–3	3	1/16	1 1/4	1 1/4	V	8	1 1/2	12	1 1/4	41	1 1/2	F	52	3 1/2	1/4	4	52	3 1/2	1/4	4	156	108	242	32	10
Witt-Will N–1 1/2	3	1/16	1 1/4	1 1/4	V	8	1 1/2	12	1 1/4	31	1 1/4	F	48	3 1/4	1/4	4	48	3 1/4	1/4	4	137	78	226	32	10
Witt-Will S–2 1/2	3	1/16	1 1/4	1 1/4	V	8	1 1/2	12	1 1/4	41	1 1/2	F	52	3 1/2	1/4	4	52	3 1/2	1/4	4	137	78	226	32	10
Yellow Cab M22	3	1/16	1	1 1/2	V	8 1/4	2	10 1/8	2	38 1/2	5/8	V	49	2 1/2	1/4	2	45	2 1/2	1/4	2	60	.....	.....	43	.....
Yellow Cab M42–1 1/4	3	1/16	1	1 1/2	V	8 1/4	2	10 1/8	2	38 1/2	5/8	V	21 3/4	3	1/4	4	11	3	1/4	2	92	.....	.....	32	.....
Yellow Cab Express	3	1/16	1	1 1/2	V	8 1/4	2	10 1/8	2	38 1/2	3/4	V	21 3/4	2 1/2	1/4	4	11	3 1/2	1/4	2	88	55	155 3/8	34 1/2	.....

Unit Accessibility Features Six Wheel Bus

Easy Riding Qualities, Durability and Easy Servicing Are Outstanding Features in Design. Units Quickly Detached. 255-inch Wheelbase

FROM an engineering as well as from a commercial standpoint the first motor bus model of the Six Wheel Co., Philadelphia, contains a number of interesting features.

Easy riding qualities, durability and easy servicing have been the dominating factors in the design of this new vehicle. Worthy of particular attention, aside from the six-wheel construction, are the use of quickly detachable and easily replaceable major units; a frame of exceptionally rigid construction; a body which, except for the roof, is entirely of steel and assembled from parts which are easily taken off and replaced in case of injury; a novel form of rubber block mounting for the power-plant; well upholstered seats, and a low floor.

The chassis has been assembled from standard components and partly from units made in its own shops or for it by other concerns. The body will be built complete at the Philadelphia plant.

The disadvantage of a low hung body from an accessibility standpoint, has been overcome by the employment of a method of attaching the axles to the chassis frame in such a manner that they can be detached and rolled out from under the frame after disconnecting a few bolts—an operation which, it is claimed, can be accomplished in about 15 minutes.

Due to the fact that the chassis has an exceptionally long wheelbase of 255 in., it has been necessary to use a most rigid frame made up of side rails of ¼ in. stock 9⅝ in. deep and providing diagonal bracing of the same channel joined by plates in the center. This forms a box through which the central section of the propeller shaft runs.

At the front end, the springs are not supported under the frame as in conventional construction but are offset to the outside of the frame in order to facilitate removal of the front axle and spring assembly. The front ends of these springs are carried on taper pins which fit into sockets in the ends of the frame horns, while the rear shackles are carried on similar pins which pass through the frame and are held by nuts at inner ends.

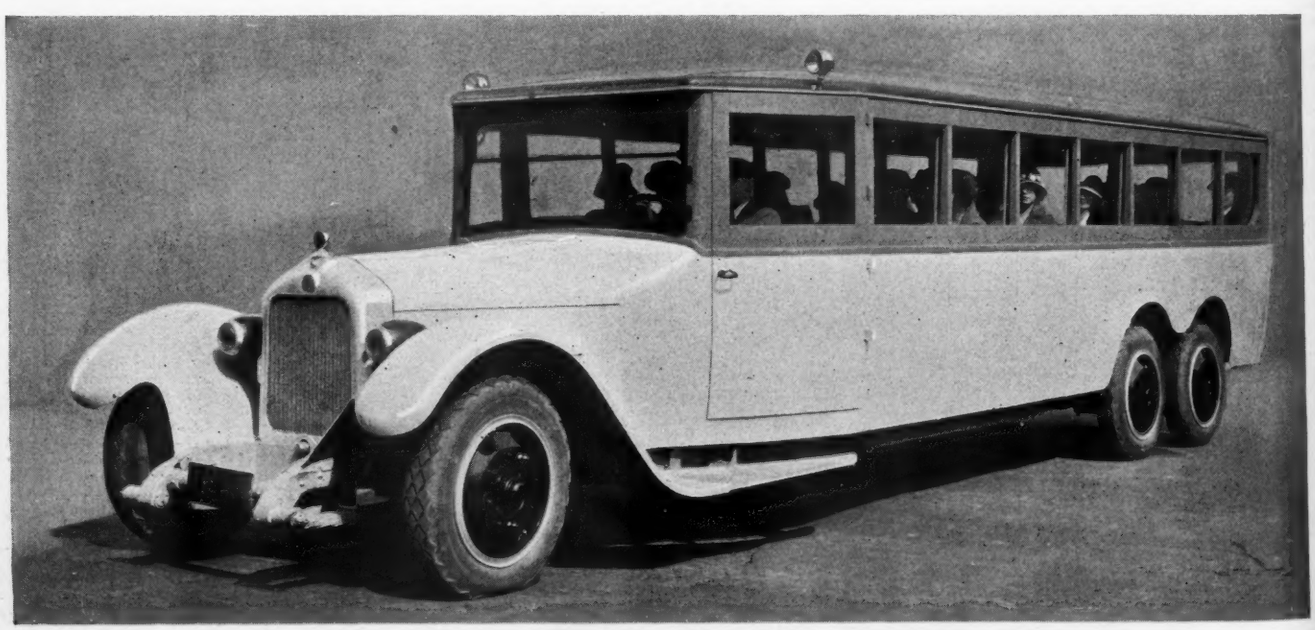
When it is necessary to remove the front axle, all that must be done is to elevate the front end of the vehicle, drive out four pins after removing the nuts on the inner ends and disconnect the drag link. The whole assembly then can be rolled out from under the vehicle so that servicing operations are greatly simplified. This front axle removal operation is claimed to be a time factor of but 10 min.

The rear axle assembly consists of two Timken underslung worm axles connected by a pair of flat underslung Sheldon springs, a pair of universal joints and shaft and a telescoping tubular torque member mounted on vertical pivots at each end and filled with oil for the purpose of keeping its surfaces well lubricated.

Under the rear axle arrangement, torque is not only taken care of but freedom of motion between the two axles is permitted, allowing them to be twisted relative to each other when the two wheels on one side fall successively into road ruts or pass over raised irregularities on the road surface. Due to the fact that one of the two wheels on the same side can be raised several inches off the ground without raising the other wheel, the point of support in the center of the connecting spring is raised only half the amount that it should be raised if the spring perch were mounted directly on the axle. This has been one of the important factors in the achievement of easy riding.

The rear axle unit is attached to the chassis by the use of four split bearing retainers, two at each side, arranged to clamp over bushings turning on pins which are fastened to the frame brackets at the central points of the rear kickup. The upper straps of the bearing retainers are hinged at one side and held together by bolts at the other side. In removing the entire rear axle unit, it is therefore necessary only to jack up the rear end of the chassis, remove four bolts, disconnect the brake links and the sleeve collar at the universal just in front of the forward rear axle, and the whole rear unit can be rolled out from under the vehicle.

Although this is a four-wheel brake job, there are no brakes on the front wheels. There are the usual two sets of



First Model of the Six Wheel Company, Showing Emergency Door at Driver's Left

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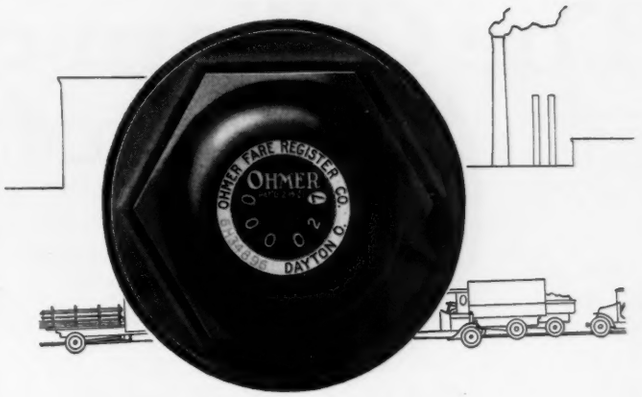

A Real Hub-Odometer

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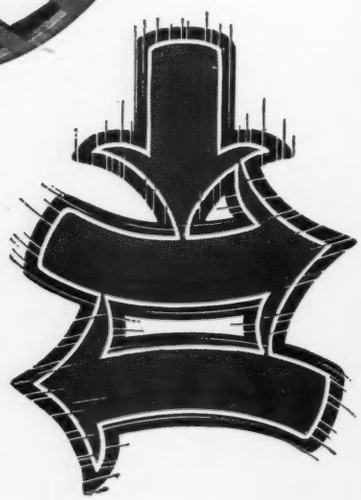
The Gilliam Bearing in all of its parts —the cage, the cup, the cone and the rollers — shows the results of accurate knowledge of anti-friction bearing requirements and skill in manufacturing.

THE GILLIAM MFG. COMPANY
CANTON OHIO

Axle manufacturers using Gilliam Tapered Roller Bearings include: Adams, Clark, Columbia, Eaton, Flint, Salisbury, Standard Equipment, U S, Vulcan, Wisconsin.



The arrow symbol signifies the the recognized ability of Gilliam Tapered Roller Bearings to carry all combinations of radial and thrust loads from all directions. This better bearing performance is due to the tapered roller principle, exclusive features of design and high-grade alloy steel construction.

GILLIAM TAPERED ROLLER Bearings